3 1221 01040 5897

00052

JUN 1 6 1981

Edmonton General Municipal Plan

VOLUME I
BYLAW 6000

THE CITY OF Edmonton PLANNING

MESSAGE FROM THE MAYOR

THE CITY OF Edmonton

City Hall
1, Sir Winston Churchill Square
Edmonton, Alberta
T5J 2R7

OFFICE OF THE MAYOR

I am pleased to present to you the Edmonton General Municipal Plan which will guide the planning and development of our city over the next 10-15 years.

The General Municipal Plan constitutes a big step towards achieving fundamental goals for our city. With Edmonton's rapid growth, it is imperative that we understand both the long and short term implications of decisions made today on our quality of life tomorrow. In preparing the General Municipal Plan, we have carefully considered what the impact of current trends will be on the future of Edmonton. The Plan's policies are designed to reverse those trends which threaten our quality of life, to reinforce those which are beneficial, and to set new direction where necessary.

We believe the policies in this plan are realistic. Even more importantly, they can be implemented because the Plan includes tools for ensuring the broad city-wide goals are applied at the neighbourhood level. In this way, the Plan makes a direct and immediate contribution to solving our current urban problems.

The Plan is also realistic in being flexible. We recognize that change is inevitable; thus, the policies guiding our decisions must keep pace with the evolving values and concerns of Edmontonians.

I consider one of the strongest features of the Plan to be its means for formally involving citizens in the planning process on an ongoing basis. The District Planning Program will give citizens a strong and effective voice in urban planning decisions. This is a safeguard, a guarantee that all interests arising from our increasingly complex society will be duly considered in the decision-making which affects us all.

I urge you to give this plan your most careful attention. And I strongly encourage you to participate in the District Planning Program.

Yours Sincerely,

C.J. (Cec) Purves
Mayor

TABLE OF CONTENTS — VOL. I

					Page
PART I	PREAMBLE				1
PART II	THE GROWTH STRATEGY	Component	1.	The Growth Strategy — Underlying Philosophy	1.1
		Component	2.	The Growth Strategy — Key Components	2.1
		Component	3.	District Planning	3.1
		Component	4.	Citizen Participation	4.1
PART III	GROWTH COMPONENTS	Component	5.	Residential	5.1
		Component	6.	Commercial	6.1
		Component	7.	Industrial	7.1
		Component	8.	Transportation	8.1
		Component	9.	Utilities	9.1
		Component	10.	Parks and Recreation	10.1
		Component	11.	River Valley	11.1
		Component	12.	Natural Environment	12.1
		Component	13.	Human Development and Social Services	13.1
		Component	14.	The Region and Annexation	14.1
		Component	15.	Urban Design	15.1
		Component	16.	Historic Preservation	16.1
PART IV	IMPLEMENTATION	Component	17.	Implementation	17.1
		Component	18.	Monitoring and Managing the Plan	18.1
PART V	DISTRICT PLANS				1
PART VI	DEFINITIONS				1

INDEX OF MAPS AND CHARTS — VOL. I

Map	Chart		Page
1.1		Population and Housing Growth — Sub-Region and City of Edmonton — 1976-2001	1.5
2.1		The Growth Strategy	2.4
	2.1	The General Municipal Plan Growth Strategy	2.5
	2.2	Growth Guidelines for District Plan Areas	2.7
3.1		District Plan Boundaries	3.4
3.2		Sub-District Boundaries	3.5
5.1		Residential Policy Areas	5.4
	5.1	Inner City: Maximum Density and Building Form Guidelines for Development Within Inner City Neighbourhoods	5.9
	5.2	Density Nodes: Density and Building Form Guidelines for Transitional Development Within Density Nodes	5.10
	5.3	Suburban Planning Units	5.15
	5.4	Suburban Areas: Maximum Density and Building Form Guidelines for Suburban Residential Development	5.16
5.2		Areas Affected By Recent Planning Programs	5.21
6.1		Office Distribution Strategy	6.4
6.2		Downtown Development Strategy	6.11
6.3		Town Centre Locations	6.16
6.4		Commercial Strip Policy Areas	6.25
6.5		Corridors In Which Highway Commercial Policies Will Apply	6.30
7.1		Major Industrial Areas	7.2
10.1		Parkland Distribution	10.4
11.1		Boundaries of the River Valley Area Redevelopment Plan	11.4

INDEX OF MAPS AND CHARTS — VOL. I (Cont'd.)

Map	Chart		Page
14.1		Pattern of Development Proposed by the Annexation Project to the Year 2020	14.3
	17.1	Plan Implementation Programs	17.3
17.1		Areas Suitable for Area Redevelopment Plans	17.8
17.2		Completed District Outline and Area Structure Plans	17.11
17.3		Areas Suitable for Area Structure Plans	17.12

BYLAW NO. 6000

Being a bylaw to adopt the General Municipal Plan and to rescind Bylaw No. 3279, the General Plan Bylaw, as amended.

WHEREAS Section 96(1) of The Planning Act, being c. 276 of the Revised Statutes of Alberta, 1970, provided that a municipal council may, by bylaw, adopt a General Plan; and

WHEREAS City Council adopted a General Plan on May 18th, 1971 by means of Bylaw No. 3279; and

WHEREAS Section 97 of The Planning Act required a municipal council completely to review the General Plan once every five years; and

WHEREAS City Council on May 14th, 1976 initiated a proposal for the review of the Edmonton General Plan; and

WHEREAS The Planning Act, c. 276, R.S.A. 1970 was replaced by The Planning Act, 1977, being c. 89 of the Statutes of Alberta, 1977; and

WHEREAS Section 59(1) of The Planning Act, 1977, requires that a municipal council adopt a general municipal plan; and

WHEREAS the Edmonton General Plan has been reviewed and a new general municipal plan prepared; and

WHEREAS Section 60 of The Planning Act, 1977 which requires that during the preparation of a general municipal plan, opportunities be provided for persons affected by the plan to make suggestions and representations, has been complied with; and

WHEREAS the public participation requirements of Section 135 and 136 of The Planning Act, 1977 have been complied with; and

WHEREAS the Municipal Planning Commission at its meeting of April 24th, 1980 supported the General Municipal Plan.

NOW THEREFORE, the Municipal Council of the City of Edmonton, after due compliance with the provisions of The Planning Act, 1977 and duly assembled enacts as follows:

1. This bylaw shall be known as the Edmonton General Municipal Plan Bylaw.

2. Volume I, containing the Plan, and Volume II, containing the Policy Reports on which the Plan is based, which are attached hereto as Appendices "A" and "B" respectively, are hereby adopted as the Edmonton General Municipal Plan.

3. Bylaw No. 3279, the General Plan Bylaw, and all amendments thereto, is hereby rescinded.

READ a first time this 26th day of May A.D. 1980.

READ a second time this 4th day of July A.D. 1980 (As amended)

READ a third time and duly passed this 4th day of July A.D. 1980. (As amended)

THE CITY OF EDMONTON

"C.J. Purves"
Mayor

"C.J. McGonigle"
City Clerk

"D.F. Burrows"
Chief Commissioner

LIST OF AMENDMENTS

Amendment Number	Bylaw Number	Date Adopted	Component/ Policy Report	Amendments
1	6160	1980 09 09	Component 6 — Commercial	Map 6.1; 6.G; 6.G.3
2	6202	1980 10 07	Policy Report 5 — Residential	5.A.1. (Discussion)
			Component 6 — Commercial	Map 6.2; 6.D.2; 6.D.3; 6.D.4; 6.D.5
			Policy Report 6 — Commercial	6.D.1 (Discussion); 6.D.2; 6.D.3; 6.D.4; 6.D.5

The Office Consolidation dated October, 1980 includes the above amendments.

The Edmonton General Municipal Plan

Structure of the Plan

The Edmonton General Municipal Plan is structured to clearly set out the objectives of the strategy, and the policies and program commitments required to achieve these objectives. The Edmonton General Municipal Plan consists of two volumes. Volume I sets out the objectives and policies of City Council and establishes implementation directives. Volume II contains a series of Policy Reports which provide a more complete discussion of the data, issues, objectives, principles, and alternatives on which the policies of the Plan are based.

Within Volume I, this "Preamble" is Part I. Part II presents an overview of the intent and characteristics of the growth strategy for Edmonton pursued in the Plan. Part III deals with the specific policy components of the Plan. Part IV summarizes the implementataion directives, and Part V contains a glossary of the key terms used in the Plan.

The General Municipal Plan as a reflection of community objectives

The Edmonton General Municipal Plan is a statement of the major objectives and policies of City Council which are designed to manage the growth and form of Edmonton as it develops. As a comprehensive plan for land use, the General Municipal Plan affects the quality of life of the citizens of Edmonton, and can influence whether or not the City's social objectives are achieved. Thus, the General Municipal Plan must reflect the community's objectives for managing growth. To this end, the Plan has been struck with specific requirements for community involvement and action. Such community participation will determine whether or not the Plan is successfully implemented, and provide for ongoing flexibility and responsiveness to changing community objectives and values, as well as changing economic conditions.

Timing of the Plan

The General Municipal Plan is a 15 year document, and in many instances, projections are provided to the year 2001. The strategies are intended to be achieved during this 15 year period. Consequently, shifts in policy will often be implemented slowly and incrementally, at the speed which the market will bear, the City can afford, and the inherent dynamics of a growing City will allow.

The 1971 General Plan

Assessment of the 1971 Plan

The 1971 Edmonton General Plan was largely a policy-oriented plan, which placed limited emphasis on the specifics of implementation. The lack of an implementation program, however, was not a serious failing in the Plan because the Plan did not envision the future development of the city departing significantly from the established development trends. It appeared that the "good life" which it advocated could presumably be found within the context of the principles and policies it enunciated and within the prevailing trends of the City's growth, without having to resort to a specific strategy or major policy shifts for realizing those goals.

Emphasis of 1971 Plan on suburban growth

Edmonton grew rapidly during the decade of the 1970's. The most pressing problem facing the City during that period was to plan and service land for development at a rate and on a scale which would accommodate the demand, would not place an undue economic burden on the City, nor produce an excessive escalation in the price of land. Other development issues were regarded as of secondary importance. In those circumstances, the General Plan of 1971, based as it was on the acceptance of the prevailing development trends, with no disposition to modify those trends, appears to have been appropriate. Certainly, the City was able to respond quite successfully to the unprecedented demand for land. Since 1971 the annual absorption of residential land has been almost twice what was projected in the Plan, but the City has been able to satisfy this demand without serious disruption of the development process.

Problems associated with 1971 Plan policies

However, depite the City's past success in planning and servicing land for development, certain aspects of that development are now being criticized. The suburbs are being criticized for contributing to sprawl, for being monotonous and lacking innovation, for inappropriate mixing of apartments, town houses, and single family dwellings, for contributing to high housing prices, and for being unable to provide various educational and recreational services at the appropriate time. Redevelopment in the inner city is also being criticized for the destruction of two of the oldest neighbourhoods in Edmonton, for failing to integrate new development successfully into existing neighbourhoods, and for exerting pressure on local services.

Future problems associated with suburban growth

Since the late 1970's, the city has continued to develop outward, into suburban areas, at relatively low densities. Because of the extraordinarily rapid suburban growth, an evaluation of suburban planning policies and initiation of change has not been possible until recently. Moreover, new issues are now emerging which urgently require attention and which were not dealt with in the General Plan of 1971. Among these is the prospect that Edmonton will soon run out of residential land. If the present high rate of new household formation (and therefore of housing demand) continues, the City will continue to absorb large amounts of suburban land for residential purposes. Forecasts indicate that all available residential land will be serviced by the mid-1980's, and will be completely developed by 1991. There is also a serious shortage of industrial land. Forecasts indicate that due, in part, to insufficient industrial land, the City will accommodate less of the Edmonton Region's industrial land demand than it will of the housing demand. Consequently, it is expected there will be a gradual shift in the City's tax base towards residential assessment, with proportionately less industrial land to bear the cost of providing municipal services.

Future problems related to costs of municipal services

The prospect of increasing costs of municipal services has a further aspect. If Edmonton's suburbs continue developing at a relatively low density, the provision of services such as schools, parks, and public transit will become increasingly costly on a per capita basis. Clearly, if such issues are to be dealt with properly, a departure from the present trends and new initiatives on the part of City Council are required.

Policies will have to be adopted and carried out which will be far-reaching in their implications. For instance, older neighbourhoods will be affected if the expansion of new suburban growth areas is de-emphasized. The transit system must play a role in any attempt to control the costly extension of the street system and reduce the traffic congestion which is clearly in prospect. Forecasts indicate the number of automobiles on Edmonton roads will increase dramatically between now and 1991, even with an increase in transit ridership. This will increase the average time spent on the "journey-to-work" for the average Edmonton resident, as well as for residents of suburban towns who work in the central area of the city.

Furthermore, rapid suburban growth and minimal amounts of land available for development within the present municipal boundary have resulted in significant concentrations of urban and industrial development evolving

immediately beyond the corporate limits of the City of Edmonton. Although the City has no jurisdictional control over this burgeoning suburban development, it is nonetheless expected to assume a larger share of the responsibility to sustain the surrounding development through the provision of certain utility services, cultural and recreation facilities, transportation services and facilities, and certain social and protective functions. As the need for and provision of these basic urban services does not respect the multi-jurisdictional character of the Edmonton area, the City is faced with the problem of increased costs for provision of these metropolitan scale services, while constrained by limited sources of revenue from which to generate the required funds. As this problem is becoming acute, it represents part of the City's rationale for the municipal boundary adjustment request.

The changing energy situation

Present growth trends are also of concern in light of the emerging energy future, one of diminishing fossil fuel resources and rising energy costs. The current pattern of land use and density of development is based on the existence of relatively cheap and abundant energy resources. The concentration of employment in the Downtown, the under-utilization of land in the older inner city industrial areas, and the accommodation of most of the city's population growth in relatively low density outlying areas, requires a great deal of energy for transportation between places of residence, work and shopping, for construction and maintenance of roads and utilities, and the provision of municipal services. Another energy concern about present development is the failure of subdivision plans, in their building and lot orientations, to maximize present and future opportunities for solar heating.

The General Municipal Plan Strategy for Managing Edmonton's Growth

Requirement for a growth strategy

All of the above concerns have reaffirmed the need to review and update the 1971 Edmonton General Plan, and to reconsider and re-establish the basis for guiding the development of the City. What is required in the current situation is a General Municipal Plan which sets out a development or growth strategy and a clear commitment to programs which will carry out that strategy. Otherwise, the present trends will continue, along with impacts which would decrease the quality of the city's living environment.

The concept of a growth strategy, as put forward in the new General Municipal Plan, is basically the grouping and linking of fundamental policies which must be

implemented to respond to the issues of growth management in the Edmonton area. All other policies of the Plan are critically linked to these key policies or the growth strategy, as the necessary support mechanisms or as incentives to create an environment conducive to the realization of the strategy.

As a result of the analyses and evaluation of growth issues and management alternatives undertaken during the preparation of the Plan, an 18 point growth strategy has been developed. The points of the strategy are grouped into five areas:

1. Accommodation of Growth;
2. Pattern of Development;
3. Transportation System;
4. Environmental Quality; and,
5. Detailed Planning.

The organization of the strategy is intended to reflect that the elements of the growth strategy are closely linked and interdependent. Amending any one component will likely have impacts on many of the components. The strategy starts with policies on the accommodation of growth which constitutes the fundamental premise of the Plan. Next, it deals with the desired pattern of development and transportation system aspects which that pattern supports. Finally, the strategy outlines policies pertaining to the quality of the environment and the detailed planning processes which condition or modify the implementation of the foregoing policies.

The 18 point growth strategy

A. Accommodation of Growth

1. *Accommodating whatever growth* is attracted to the City.
2. *Annexation* of land to ensure an adequate supply of residential and industrial land over the long term.
3. *Reorganization of local government* at the metropolitan scale to improve financial, political and administrative responsiveness and efficiency.
4. *Promotion of growth* in industries contributing to stability anad diversity of the economic base.

B. Pattern of Development

5. *Increasing compactness* of residential development.
6. *Priority upon existing developed areas* for:

(a) accommodating growth in order to better utilize existing services and infrastructure; and,

(b) improving services where necessary.

7. *A viable, strong downtown* to be retained and developed.

8. *Office decentralization* to Town Centres, L.R.T. stations and other selected locations along major transportation routes.

9. *Staging* considerations at a broad level in new growth areas, to bring about servicing efficiencies for the municipality and school boards.

10. *Promotion of energy efficient design and opportunities for energy conservation* in land use and transportation planning, municipal servicing and building design.

C. Transportation System

11. *A strong emphasis on the public transit* component of the Transportation System.

12. *A downtown parking policy* to encourage and support a viable Downtown.

D. Environmental Quality

13. *Priority upon improving the quality of the environment*, especially necessary given the increased compactness of development, through an emphasis on urban design, historic preservation, parks development and a social development strategy.

14. *Natural environment sensitivity* to be given increased emphasis in planning for new growth areas.

E. Detailed Planning

15. *A District Planning System* to link the General Municipal Plan with the Land Use Bylaw.

16. *Formal citizen participation structure* to advise on the preparation of District Plans and to monitor development trends.

17. *A Development Industry Liaison Committee* to work with the City in implementing the General Municipal Plan strategy.

18. *Increased flexibility for the development industry and opportunities for competition in the land development process* through flexible land use control and consideration given to non-contiguous development.

The remainder of this preamble reviews the underlying objectives and rationale for each of the components of the General Municipal Plan growth strategy listed above.

Responsibility of City to accommodate growth

1. Accommodating growth which is attracted to the City

The Edmonton region is a city-centred region, and the regional growth strategies proposed in the Edmonton Regional Plan confirm this as a long-term planning policy. As the central city in the Region, Edmonton should plan for the accommodation of all types of growth, and be prepared to respond to demand for growth.

Shortage of land

2. Annexation of land to ensure an adequate supply of residential and industrial land over the long-term.

Forecasts indicate the city will run out of residential land beginning in the 1980's, and should annexation not occur, land and housing prices will increase sharply. The industrial land shortage is already contributing to escalating industrial land prices and resulting in reduced ability by the City to accommodate the same proportion of the Sub-region's industrial growth.

Reorganization of Local Government at Metropolitan Scale

3. Reorganization of local government at the metropolitan scale to improve financial, political and administrative responsiveness and efficiency.

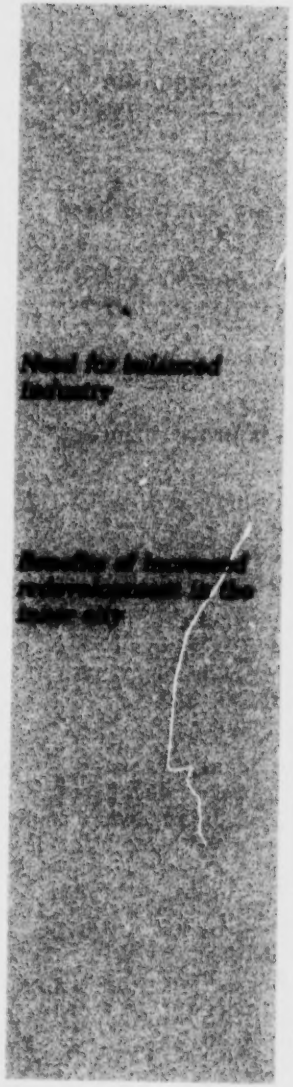
In addition to ensuring the City has an available supply of residential and industrial land for future expansion, the annexation proposal is intended to resolve a number of additional metropolitan scale problems through the unification of separate municipal authorities within the Edmonton Sub-region. Specifically, these problems include:

(a) the fiscal inequities resulting from tax imbalances generated by a disproportionate sharing of taxation burdens;

(b) the ineffective planning and management of growth in the Edmonton area resulting in the emerging poor settlement pattern;

(c) the inability of the existing fragmented form of jurisdictional control to ensure efficient long-range financial, transportation, utility system and social planning;

(d) the inadequate provision of basic urban services in intensely developed areas on the city's periphery; and,



(e) the complexity of the existing governmental structure which inhibits political accountability and citizen accessibility.

Moreover, general principles respecting the establishment of a unified government structure, prepared in conjunction with the City's boundary submission to the Provincial Government, will be the subject of further study by the Task Force on Local Government. These general principles include support for the General Municipal Plan objectives relating to the establishment of a formal, on-going citizen participation process and, also, support for the decentralization of Civic Administration functions.

4. Promotion of growth in industries contributing to stability and diversity of the economic base.

Although significant growth is expected in the Edmonton Region, it may not be sufficiently balanced or the industries sufficiently stable for a balanced economic base. Therefore, the City should promote, and provide for growth in industries which contribute to stability and diversity, and which will provide long-term employment opportunities for its citizens.

5. Increasing compactness of residential development.

Increased compactness of residential development is considered to be desirable for a number of reasons. In the existing developed area of the city, sensitively planned redevelopment will have benefits in the following areas.

(a) Efficiency in the utilization of services:

- an increase in family housing will contribute to the long term viability of inner city schools; and,
- more efficent use of existing services and facilities means that lower service investment dollars are required compared to placing a similar amount and type of development in the suburbs.

(b) Potential for improvement of inner city environments:

- redevelopment will be spread throughout the inner city and will recognize the character and scale of existing development. No one or two areas are expected to receive all the redevelopment or the impact associated with it; and,
- increased opportunities to improve parks and other support facilities through comprehensive redevelopment projects with their own facilities, through recreational land acquired by redevelopment levies, and through higher priority being given to the development of these facilities in the inner city.

Benefits of increased density of suburban single family development

In the suburban areas, the following benefits are derived from a policy to increase the density of single family development:

(a) Efficiency in utilization of services:

- more efficent use of land resources and support services; and,
- more single family development will increase the population of an area, allowing the provision of services such as schools, parks, and transit, all of which require a certain threshold population to be economical. These services could, therefore, be brought onstream more in line with the timing of development.

(b) Ability to meet demand for housing:

- increasing the density of single family development will enable the provision of more housing on a given piece of land, increasing the ability of the city to meet demand.

(c) Competition and choice in the housing market:

- this benefit will be derived from the policies for both inner city and suburban land;
- increased availability of housing, through redevelopment in the inner city and through increasing densities in the suburbs, will add greater competition to the housing market and thereby assist in reducing the rate of increase in the cost of housing; and,
- increased choice in housing and living environment available in the city will result from increasing the amount of family housing in the inner city.

(d) Energy conservation:

- accommodating growth in a more compact form is also desirable from the point of view of energy conservation. Developing new residential areas at higher densities and introducing more housing into the inner city will potentially reduce the amount of energy consumed in daily urban travel by generally redtucing the distances between places of residence, work and shopping. Higher residential densities will mean more energy-efficient attached forms of housing will be built. Higher densities will also improve the viability of providing public transit service - a more energy-efficient form of mass transportation. Finally, energy savings will be realized through compact development because less extensive utility systems will have to be built and operated.

6. Priority upon existing developed areas for accommodating growth and improving services.

Implications of focussing on the inner city

The growth strategy provides for a shift towards increased emphasis on redevelopment in the inner city, and consequent improvements in inner city services and facilities.

As indicated earlier, emphasis on the inner city for accommodating more residential development is desirable for a number of reasons, including service utilization, resource efficiency and conservation, and environmental improvement.

At the same time, the additional redevelopment will place pressure on some services such as parks, which are often below City standards in the inner city. Therefore, the strategy requires an increased emphasis on parks development in the existing developed areas of the city.

Finally, the strategy requires adoption of policies to reduce through traffic in the inner city. By reducing the deteriorating effect of problems affecting the inner city, such as through traffic, the overall quality of the living environment will be improved.

7. Retaining and developing a viable, strong Downtown.

Potential difficulties in planning for Downtown

The thrust of the development strategy has been to give special emphasis to the role of the Downtown. Downtown Edmonton appears, in may ways, to be at a cross-roads in its development, and the approach taken by the General Municipal Plan strategy to its development could be a major influence on its future health and liveliness. The dilemma has been that while recognizing the problems inherent in continued growth of the Downtown (traffic congestion, over-specialization and potential loss of vitality, increased land prices), any strategy to curtail the growth of Downtown runs the risk of endangering the life of the Downtown, as well as conflicting with the City's public transit strategy. Therefore, the strategy towards the central area has been developed with care, and must be implemented very sensitively.

The two main components of the strategy influencing the Downtown are:

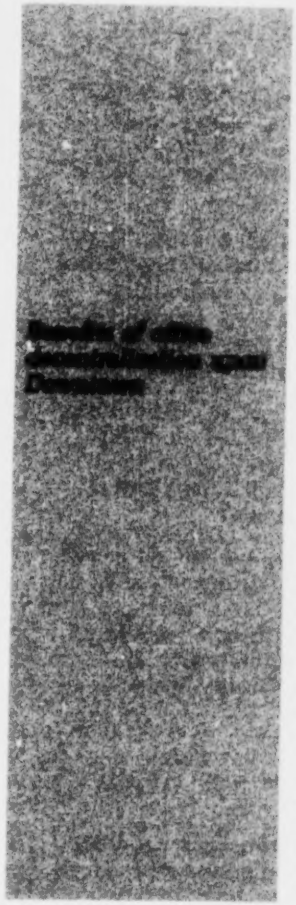
(a) increasing housing in the Downtown; and,

(b) encouraging some decentralization of office employment.

Benefits of increasing housing in the Downtown

Increasing housing in the Downtown will:

(a) create a population base in the Downtown which will contribute to its long term stability, support other functions, assist in crime prevention, and add variety to the Downtown area;



(b) diminish the demand for high rise residential development elsewhere in the city;

(c) utilize existing infrastructure such as utilities and transit more efficiently, with little increase in investment on the City's part;

(d) increase the choice of housing available in the city;

(e) assist in reducing transportation congestion in the Downtown by creating less demand on the roadway network, resulting in greater use of transit; and,

(f) potentially reduce the amount of energy consumed for transportation by providing more opportunities for people to live closer to their place of work.

Office decentralization is being proposed for two reasons:

(a) reduction of traffic congestion; and,

(b) viability of the Downtown.

Traffic Congestion: Office development represents the primary single generator of employment in the city. The continued concentration of office space in the Downtown will result in significant reductions in the level of service available on major roadways entering and within Downtown. To continue to meet the travel demands associated with this development, increased investment for the widening of existing roadways or the development of new roadways will be required. This will also result in signficant impacts on the inner city communities through which these roadways must run.

Viability of Downtown: The present concentration of office development in the Downtown and the expectations for future office development are promoting increases in the cost of land, thereby reducing opportunities for, and the feasibility of, other uses such as housing in the Downtown.

Notwithstanding a policy to encourage a portion of office space growth to locate outside of the Downtown, it will still remain the single dominant employment and activity centre in the city. Thus, substantial office decentralization is not expected to detract from the viability of Downtown. This is particularly true if the office space provided for and encouraged to locate in decentralized areas is treated selectively.

8. Office decentralization to Town Centres, L.R.T. stations and selected locations along major transportation routes.

Benefits of office decentralization upon transportation

The strategy encourages the decentralization of office space to locations which reinforce the roadway and transit networks. For example, office space can be located at LRT stations, existing and proposed shopping centres, large consolidations of under-utilized land in the inner city, along and at the intersection of major arterials in the city's industrial areas, and the intersection of major arterials located elsewhere in the city, where considered appropriate.

By encouraging office space decentralization in locations possessing excess roadway and transit capacities, transportation facilities will be used more efficiently, resulting in reduced investment required to meet the travel demands generated by the city's future growth.

The development of office space in the vicinity of existing and future LRT stations will help reinforce the transit network, helping to stabilize or potentially reduce the operating costs associated with the provision of public transit, and maintain easy linkages between the decentralized space and the Downtown.

Similar to the Downtown housing component of the land use strategy, office decentralization will also potentially result in transportation energy savings by providing more opportunities for people to work closer to where they live.

Density location and design guidelines or requirements for varying locations for decentralized office space will help to ensure this development is compatible with existing development.

The office decentralization component of the land use strategy will be and must be monitored, as will all components, to identify any adverse impacts resulting from the decentralization policy, in particular upon the viability of the Downtown.

9. Exploring staging at a broad level in new growth areas, to bring about servicing efficiencies for the municipality and school boards.

Benefits to municipal administration of staging

A second aspect of policies affecting the process of land development lies in the area of the staging development. This thrust of the strategy has been developed in response to concerns expressed by the municipality and the school boards about the difficulties of planning for service provision (including planning of transportation routes) when the city is growing in a number of different directions at once.

The resolution of this problem is a difficult one. On the one hand, if the City implements staging of development, the provision of services could be undertaken with considerably less delay, since planning could be more accurate and threshold populations reached more quickly. On the other hand, though, is the restriction to the market entailed by staging, and the reduction in competition.

The growth strategy has taken the view that staging is necessary at the broad level of the Area Structure Plan, in order to prevent the development of an area which could result in severe fiscal implications ot the City. However, as noted above, considerable flexibility should be allowed within the Area Structure Plan to allow for competition.

10. Promotion of energy-efficient design and opportunities for energy conservation in land use and transportation planning, municipal servicing and building design.

Necessity for energy efficiency

Accommodating growth in such a way as to reduce the City's future energy requirements has been one of the guiding principles behind the development of the strategies and policies in this Plan.

Although Edmonton is the capital of a Province which is relatively well endowed with fossil fuel resources, these resources are finite. As conventional oil and gas reserves are depleted, we will have to turn to other sources of energy which are more expensive, both financially and environmentally, such as extraction of oil from the tar sands and the generation of thermal energy from coal.

Actions to develop a more energy-efficient city in concert with energy conservation measures would help to minimize the impact of diminishing fossil fuel resources and rising energy costs on the quality of life in Edmonton.

Actions on energy must be initiated now because it takes time to reshape a city's land use and density pattern into an energy-efficient form, and because the way we build today will affect the efficiency with which the City functions for years to come.

11. A strong emphasis on the public transit component of the transportation system.

Links between public transit system and land use

The growth strategy being recommended is dependent upon the transportation system. Components of the strategy - such as maintenance of a strong and viable Downtown, decentralization of office space to major transit corridors, and increasing the compactness of residential development - are all dependent on, and supportive of, a transportation strategy emphasizing public transit.

A public transit system focusing on the Downtown will be a critical feature in retaining the viability of Downtown, for such a system will continue to bring workers into the central area without resulting in traffic congestion and demand for parking.

A well-developed transit system will assist in attracting office space to decentralization locations. Once there, these uses will help to reinforce the transit system. By locating trip-generating uses in the vicinity of the City's transit system, there will be even further justification for the timely expansion of the City's LRT system.

Increasing compactness of residential development is closely tied to a public transit emphasis in the transportation system. Increased densities raise the threshold population for ridership of the system, and increase the efficiency with which improved levels of service can be provided.

12. A Downtown parking policy to encourage and support a viable Downtown.

Links between parking and transportation

Parking policies for the Downtown, in particular pricing and parking management policies, are significantly related to the maintenance of a strong and viable Downtown. Such policies affect travel behaviour, particularly in favour of transit, thereby reducing the adverse impacts of high traffic volumes. A parking policy to promote transit usage implies Downtown parking will be priced relatively high, and the majority of parking spaces will be allocated to short term shopping trips, rather than long term parking for Downtown workers. The intent of the parking strategy will, therefore, be to discourage the occupancy of parking spaces by workers in the centre area, in order to encourage the use of transit by these workers. However, in the outlying areas, provision for "park-and-ride" should be carefully considered to provide for suburban commuters and residents of areas which are not fully served by transit.

13. Priority on the quality of the environment through an emphasis on urban design, historic preservation, parks development, and a social development strategy

Necessity of focus on quality of environment

The strategy emphasizes increasing the priority to be placed upon improving the quality of the urban environment (as opposed to placing priority on efficiency of design, orderliness, or development for the sake of economic growth).

This priority will be especially important given the increased compactness of residential development, and the increased pressure on the urban environment. Components to be emphasized in improving quality include:

Urban Design: Through thoughtful design, a more comfortable, enjoyable, efficient and attractive city environment can be created. Thus a number of urban design policies are to be found throughout the General Municipal Plan, several of which are directed towards ensuring a greater consideration of urban design in the preparation and review of plans and development proposals.

Historic Preservation: Increasing compactness must not be pursued at the expense of depleting Edmonton's historical resources, since these add humaneness, character and value to the environment.

Parks Development: Typically, a high quality environment has been associated with parks and open space. Increasing compactness of development will place even greater importance on the provision of parks. In both new and old areas, the emphasis will be on quality, not quantity of park space. And, in view of the City policy on the provision of park space by the development industry in newly developed areas, the City's parks development priorities must be focused on the inner city.

Social Development: One critical aspect of the urban environment which will be influenced by the land use strategy is the social one. During the preparation of the land use strategy, considerable concern was expressed about the number of social factors related to physical development:

(a) the impact of physical development upon people's lives and the social structure;

(b) the implications of this strategy for equitable distribution of social services; and,

(c) the structuring of a system for citizens to be informed of, and have input to, decisions relating to physical development.

Although these factors were not fully explored in the preparation of the land use strategy, it is proposed that the Social Services Department submit to City Council a proposal on "A Human Development Strategy for Edmonton" which is complementary to the General Municipal Plan.

14. Increased emphasis on sensitivity to the natural environment in planning for new growth areas.

Necessity for emphasis upon natural environment

The strategy requires that increased emphasis be placed upon recognizing and planning for the sensitivity of the natural environment when managing urban growth.

Increased compactness of development will place greater strain on the carrying capacity of the natural environment. Therefore, the retention of natural areas will increase in importance. In developing

the outlying areas, unique natural features should be preserved where possible, and natural features and topography must be addressed in the design of area and neighbourhood structure plans.

15. A District Planning System to link the General Municipal Plan with the Land Use Bylaw.

Necessity for District Planning

A District Planning System is an integral part of the development strategy. The success of the General Municipal Plan growth allocation between inner city and suburban areas depends upon the District Planning process to pursue the detailed implementation of the growth strategy in concert with District residents, and to ensure that no one or two areas receive the majority of the proposed redevelopment and its associated impacts. The District Planning Program is, therefore, an essential means of implementing, in an effective and equitable manner, the policy shift towards substantive, selective inner city redevelopment.

16. Formal citizen participation structure to advise on the preparation of District Plans and monitor development trends.

Necessity and role of citizen participation

If the General Municipal Plan is to be implemented, support by the citizens of Edmonton is essential to its success. In particular, policy shifts relating to the inner city and density of suburban single family development, as well as identification of sub-centres for office decentralization, must be pursued with active citizen participation.

A formal citizen participation structure will obviate the necessity for ad hoc participation for each new neighbourhood plan the City embarks upon, and, will be linked to the ward system. The District Planning System is also perceived as a more economic means of delivering land use planning to neighbourhoods in a short period of time, compared to the current process of preparing small area neighbourhood plans.

17. A Development Industry Liaison Committee to work with the City in implementing the General Municipal Plan strategy.

Necessity of development industry involvement

The establishment of a liaison committee with the City, made up of representatives from the development industry, is essential if the General Municipal Plan growth strategy is to be implemented.

Although the policy shifts have been identified as feasible, based on early and preliminary discussions with the development industry, a number of additional actions by the City may be necessary to create a climate where the development industry can actually produce development consistent with the policy shifts. Moreover, a liaison committee will provide for ongoing revision and adjustment to the General Municipal Plan, and will ensure the objectives of both the City and the industry are clearly and mutually understood.

18. Increased flexibility for the development industry and opportunities for competition in the land development process.

Benefits to development industry of increased flexibility

In addition to land use policies, the strategy contains policies affecting the process of development. These are in response to concerns expressed by the development industry about inflexibility, which has restricted opportunities for innovation, variety, and imaginative development, as well as restricting opportunities for competition. Such features will become increasingly important in an environment of increasing compactness. Therefore, the following types of changes to the development process are essential to the strategy:

(a) increased flexibility in the process of preparing Area Structure Plans for new suburban growth areas, including flexibility in design guidelines and population standards;

(b) the possibility of allowing non-contiguous development at the neighbourhood structure plan or subdivision level, if the developer can demonstrate that early development would not have significant fiscal implications for the City; and,

(c) increased flexibility in the requirements of detailed zoning and development control.

Format differences

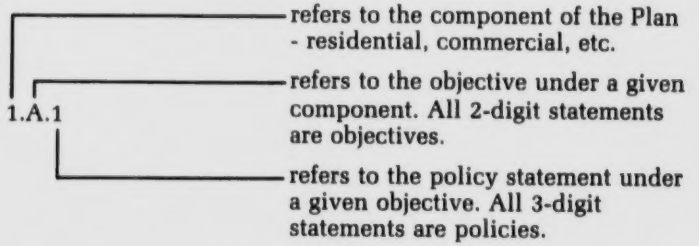
A Note on the Format

The format of the General Municipal Plan departs from that of the 1971 Plan in three major ways:

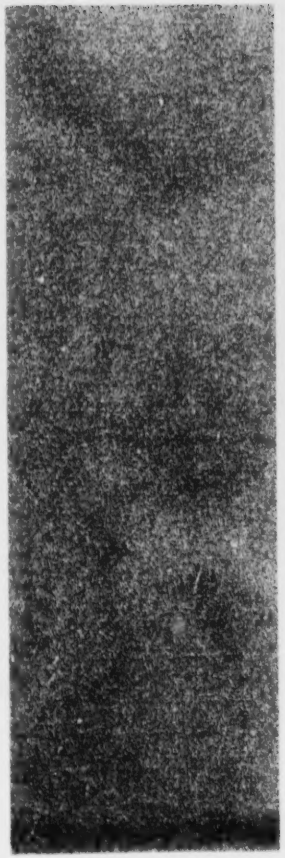
1. emphasis on linkages among objectives, programs, and policies;
2. a cross-referencing system; and,
3. a key word system.

1. Objective - Policy - Program Linkage System

The Plan is structured to show the linkages between broad statements of objectives, the more specific policy statements, and the programs which will be responsible for implementation of the policy. Every objective in the Plan has at least one policy and program link put forward to implement it. In many cases, one objective leads to a number of policies. The numbering system utilized is as follows:



Through this system, every objective and policy statement in the Plan can be identified with a unique number, utilized in the cross-referencing system. Because of the number of times the same program is used to implement different policies, programs are not identified with a unique number. However, a summary of programs and the policies to which they are linked is provided in Chart 17.1.



2. Cross-Referencing System

The interrelatedness of the urban system must be recognized in a plan such as the General Municipal Plan. Amendments to one policy may require amendments to a number of other policies. The cross-referencing system among policies is, therefore, essential to managing and monitoring the Plan, as well as understanding its structure.

Cross-references, therefore, refer either to other related policies in the Plan, or to the policy report to which reference should be made if further detail or justification is required.

3. Key Word System

The amount of text in a General Municipal Plan makes it difficult to glance through quickly and gain a general understanding of content. The use of the key word system is intended to ease this problem for the user.

The format is reflected in the tabular presentation style of the Plan:

Column 1. Subject:	The key word identifier is printed in italics.
Column 2. Reference No.:	A 2 or 3 digit reference number comprising a unique identifier for an objective or policy statement.
Column 3. Objectives and Policies:	Objective statements are printed in bold letters, to aid in distinguishing them from policy statements.
Column 4. Program:	Each policy statement is linked to at least one program.
Column 5. Cross-Reference:	The identifier of any related objective or policy, as well as relevant policy reports.

II - THE GROWTH STRATEGY

Component 1.	**The Growth Strategy — Underlying Philosophy**
Component 2.	**The Growth Strategy — Key Components**
Component 3.	**District Planning**
Component 4.	**Citizen Participation**

1. THE GROWTH STRATEGY — UNDERLYING PHILOSOPHY

INTRODUCTION

In developing a strategy to manage growth in the City, the first question which arises relates to the attitude of the City towards growth. It is recognized that the purpose of the strategy is to manage growth, but an issue raised frequently during the preparation of the growth strategy—by all members of the community—relates to the degree to which the Municipal Corporation can influence the actual amount and types of growth which come to it, and then must be managed.

This first section of the growth strategy in the Plan sets out policies governing the tools of the City to influence the amount and type of growth. The primary tools are programs influencing availability of land for development, such as zoning and servicing, and programs influencing the degree to which growth is facilitated, such as business promotion programs, location assistance programs, and housing for disadvantaged people.

The position of the City, as reflected in these policies, is that:

1. Growth is inevitable in the region, and a co-ordinated regional strategy requires that the majority of regional growth be accommodated in a city-centered region. However, the central city must not be placed in financial or administrative difficulties because of its role. (Objective 1.A)
2. The City has a responsibility to provide for growth of all types. (Objective 1.B)
3. Although growth is inevitable, it may not be sufficiently balanced or the industries sufficiently stable to be beneficial to the economic base. Therefore, the City should promote growth in industries which contribute to stability and diversity. (Objective 1.C)

The concept of a city-centered region is not new, and has been embodied in past and current City Council policy as well as the Regional Plan, with which the General Municipal Plan must be consistent. A city centred region is consistent with recent market trends in the location of commercial development and multiple family residential development. Continuing concentration of these land uses, as well as industrial and some single family development, is desirable from the point of maintaining a regional identity and maintaining cost efficiencies in the provision of services.

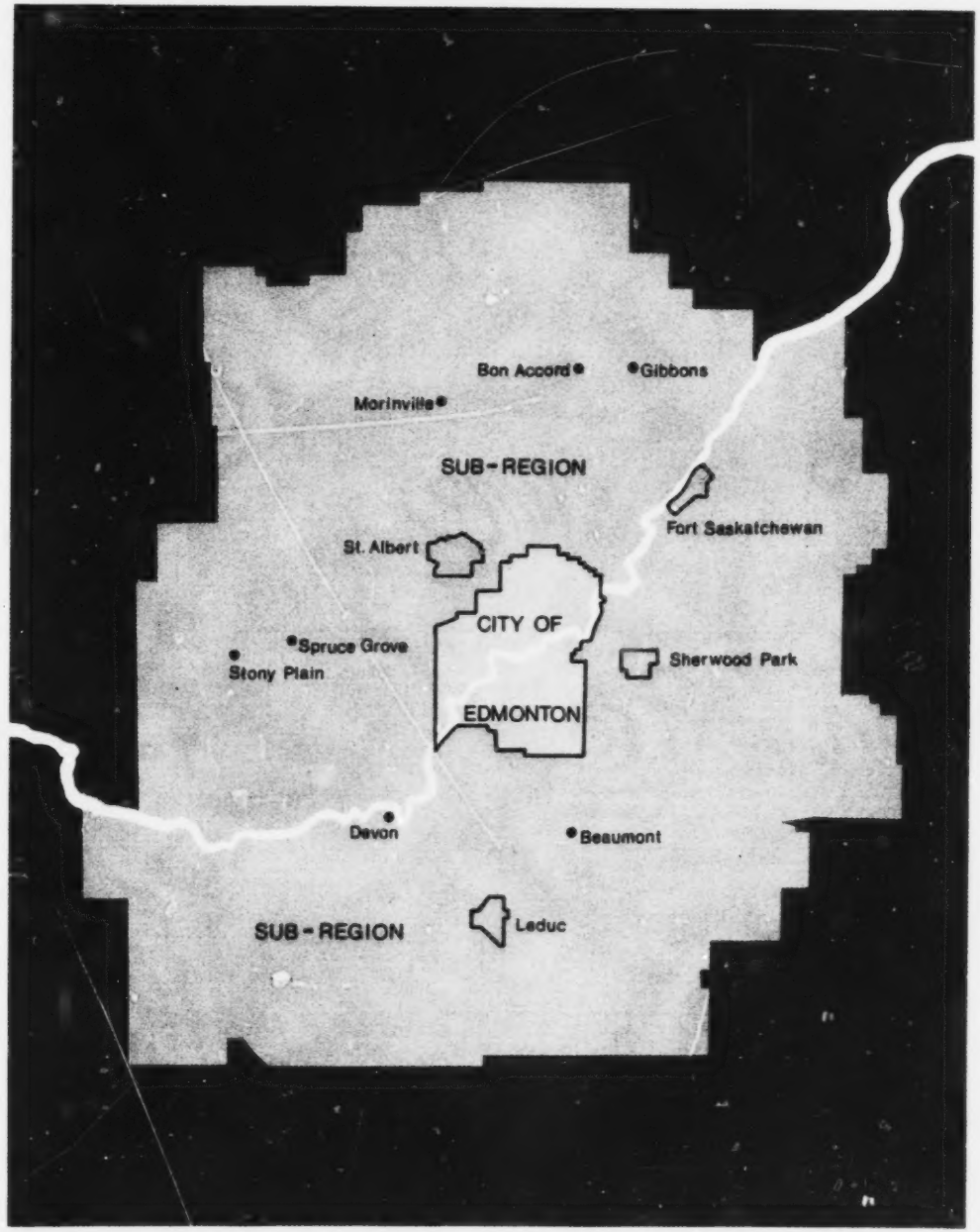
Managing regional growth through concentration in the central city must go hand-in-hand with co-ordinated land use development outside the city boundaries. If urbanization is allowed to occur in a fragmented fashion in the rural parts of the region, the central city is placed in an increasingly difficult position in providing services. Given the City's required role in the region, which has been identified by both City Council and the Edmonton Regional Planning Commission, it is essential the City undertake whatever actions are necessary to respond to growth pressures. This position is reflected in the set of policies relating to land availability and the City's role with respect to housing the disadvantaged. The City has a responsibility to provide serviced land to respond to demand. It is not feasible to prevent growth. Curtailing of land supply would push prices up and lead to pressure to significantly increase densities across the city. As the largest centre in the region, Edmonton is the most attractive location for those people for whom the least choice exists in the housing market.

1. THE GROWTH STRATEGY — UNDERLYING PHILOSOPHY

The section on the underlying philosophy influencing the City's attitude towards growth deals with promotion of growth. Objective 1.C is centred on the necessity of economic development. In today's economy, stability of the economic base seems to require continued growth in the number of jobs, as well as encouraging industry which is less sensitive to market cycles. Edmonton's economy is not adequately diversified to make it sufficiently resistant to the impact of market cycles. Thus, although considerable growth is forecast for the City, active promotion of certain types of industry is essential to diversity in the economic base.

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Role of the City in the Region	1.A	**To pursue a co-ordinated regional land use strategy which provides that the majority of regional growth be accommodated in the City of Edmonton.**		
		It is therefore the policy of Council that:		
Growth Accommodation	1.A.1	The City of Edmonton will provide for the accommodation of 50% - 60% of the Region's population growth, which implies that the City is prepared to accommodate 70% - 80% of housing starts. (Map 1.1)	General Municipal Plan Implementation Program	
Opposition to Peripheral Development	1.A.2	The City will oppose the development of new urban communities in the Sub-region, and further expansion of country residential and other instances of isolated development in proximity to the City's boundary.	Input through Edmonton Regional Planning Commission Representatives	14.A.4
Development Outside Annexed Lands	1.A.3	The City will support the continued growth of four principal centres of residential and industrial development in the Edmonton Region, namely: (a) a unified Edmonton Metropolitan area; (b) Leduc; (c) Fort Saskatchewan; and, (d) Stony Plain/Spruce Grove	E.R.P.C. Input	14.A, 14.A.4
Service Extensions Beyond Annexed Lands	1.A.4	The City will limit future service system extensions beyond the annexation boundary only to:	C.P.P.O. Co-ordination; Annexation Application	14.A.4

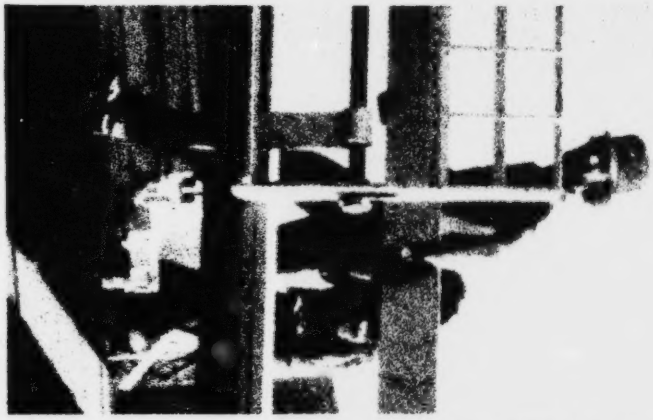
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(a) support the development of communities with balanced industrial and residential tax bases in Fort Saskatchewan, Leduc and Stony Plain/Spruce Grove; and,		
		(b) support the much more limited development of smaller communities more than 5 miles from the expanded city boundary.		
Boundary Rationalization	1.A.5	The City will work towards an equitable distribution of the costs and benefits of urban growth within the Edmonton Region.	Annexation Application	14.A.4
		It is the objective of Council:		14.A
Obligation to Accommodate Growth	1.B	**To accommodate the housing and land needs of the population and industry which is attracted to the City.**		
		It is therefore the policy of Council that:		
Maintaining Adequate Land Supply	1.B.1	The City will undertake such actions as are necessary to maintain an adequate land supply to accommodate the long range growth requirements of residential, commercial and industrial land uses, including, specifically, the current application for annexation before the Local Authorities Board.	Annexation Application	5.E.4, 7.D.2, 14.A.2, 14.A.4
Land Planning and Servicing Programs	1.B.2	The City will facilitate the provision of a sufficient supply of appropriately designated and serviced land by the private sector and, where approved by City Council, the public sector for residential, industrial and commercial needs.	Land Planning Area Structure and Area Redevelopment Plans; C.P.P.O. Coordination of Servicing Program	7.A.1

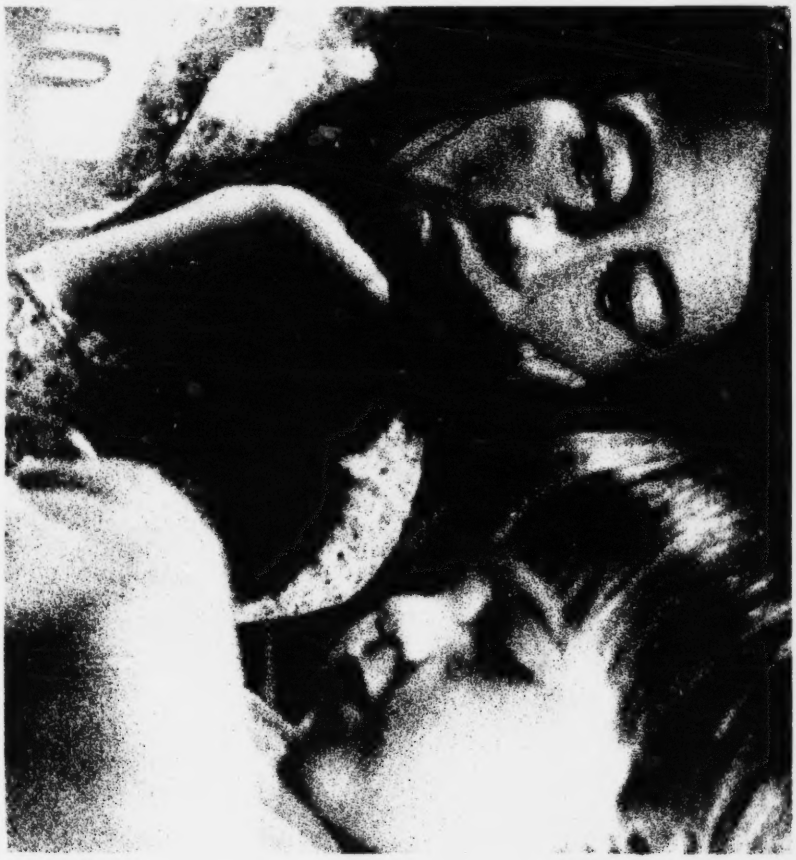


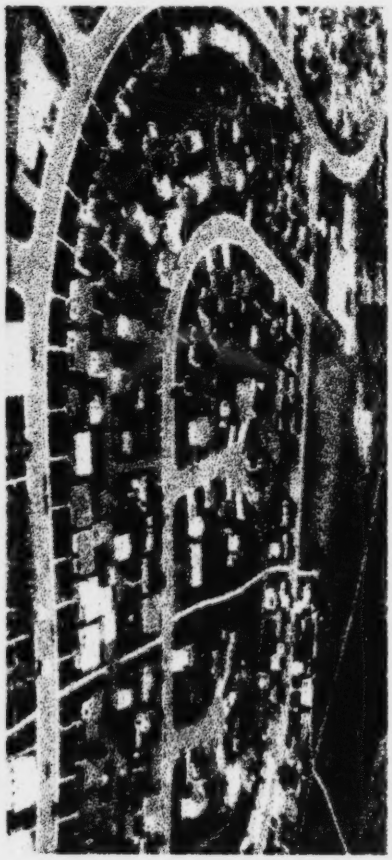
POPULATION		HOUSING	
56.5%	251,200	75.2%	157,500
43.5%	193,300	24.8%	51,800
100%	444,500	100%	209,300

MAP 1.1
POPULATION AND HOUSING GROWTH-SUB-REGION AND CITY OF EDMONTON - 1976 - 2001

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Municipal Involvement in Housing	1.B.3	The City will pursue increased municipal involvement in, and active support of, Provincial Government efforts in housing those groups often excluded from the marketplace, such as low income, elderly and young households.	Housing Strategy; Non Profit Housing Corporation	5.H
		It is the objective of Council:		
Necessity of Economic Development	**1.C**	**To actively pursue those specific types of development which will provide citizens with improved income and employment opportunities, expand the business and industrial tax base, and ensure long term stability and prosperity in the economic base.**		7.G.1
		It is therefore the policy of Council that:		
Priority Industries to Encourage	1.C.1	The City will specifically attempt to attract the following types of industries: • corporate head offices • high technology industry • financial industry • hospitality industry • retail industry • manufacturing industry • distribution industry.	Business Development Program	
Joint Economic Development Committee	1.C.2	The City will pursue the co-ordination of the economic development objectives and programs of each government.	Business Development Program	







2. THE GROWTH STRATEGY — KEY COMPONENTS

INTRODUCTION

Component 1 dealt with the City's underlying philosophy and attitude towards growth: Component 2 summarizes the key points of the strategy, setting out how the City intends to accommodate projected population, household and employment growth.

The strategy presented in this Bylaw for managing the future growth of Edmonton has been developed recognizing the linkages among components of the urban system. Although the components of the General Municipal Plan are presented as separate functional areas, they are, in fact, integral to other features of the strategy. Consequently, the policies recommended in the Plan are mutually supportive and linked. Failure to successfully pursue particular elements of the strategy may jeopardize the entire strategy. Therefore, constant monitoring of the strategy is required once implementation has been initiated.

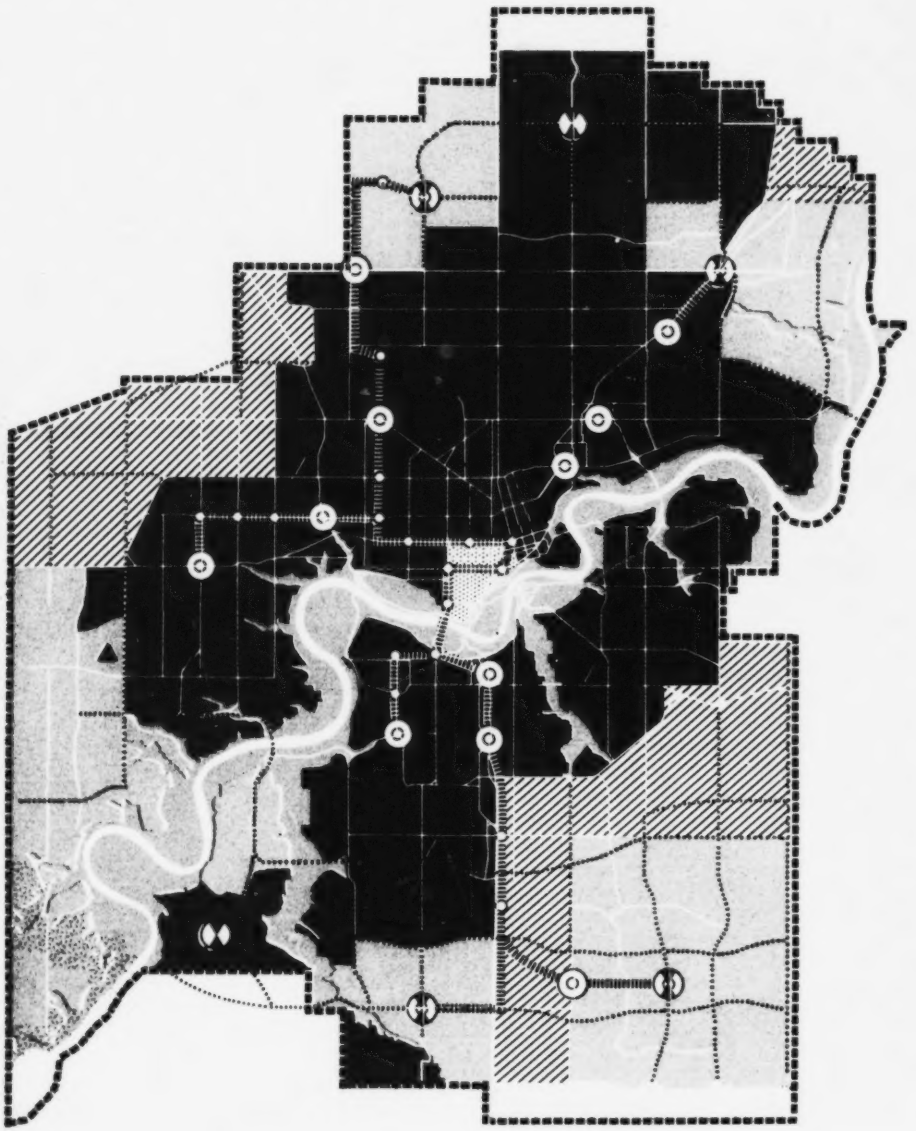
In developing a strategy for managing growth, it is necessary to identify the goals which are to be emphasized in the process of accommodating growth. Objective 2.A identifies the goal priorities for the development strategy, centering on preserving the quality of residential environments, greater efficiency in providing services, and reducing the rate at which scarce resources are utilized (land, energy and finances). These goal priorities have led, in turn, to the selection of the strategy outlined.

Please note that the six districts referred to in Chart 2.2 are those districts originally proposed for the District Planning System and are not those six districts finally adopted by City Council. In an upcoming amendment to the Bylaw this chart will be revised so that the information is based on the system of districts finally chosen by City Council.

Since the data in this chart is to be used for guideline purposes only, and since some of the new districts differ only slightly from those originally proposed, the chart may be used in its present form to illustrate the City's strategy for accommodating growth on a district-by-district basis.

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Principal Objectives	2.A	**To accommodate and manage the future growth of the City in such a way as to:** **(a) facilitate the growth of the City's economy, the expansion of its pool of employment opportunities, and the strengthening and diversification of its real property tax assessment base;** **(b) facilitate the provision of an adequate quantity and variety of housing for all types of households at reasonable prices;** **(c) promote the development of efficient travel patterns which will reduce transportation costs and traffic congestion;** **(d) ensure the orderly, phased, and economical conversion of rural land to urban uses in a manner which minimizes the cost of extending and operating public services and utilities, promotes competition in the land market, and prevents premature or excessive consumption of arable land;** **(e) promote the development of a high-quality physical environment through urban design and the preservation of significant features of the natural and man-made landscape;** **(f) encourage efficient utilization of existing utilities and public services and reduce increases in the spending requirements for extension of these services to new areas;**		Policy Report #2, 5.B.1, 5.B.2, 5.B.3, 5.C.4, 7.A.1, 8.A, 8.A.1, 8.D.1, 13.A.3, 13.A.5, 13.A.7, 15.D.1, 17.D.2

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(g) create conditions which will encourage the rejuvenation of established neighbourhoods through rehabilitation of existing housing stock and small-scale redevelopment, while preserving the essential character of these neighbourhoods as desirable family areas;		
		(h) create integrated, pre-planned residential neighbourhoods in new suburban areas, with a complete range of schools, parks, and other public facilities and services, and with a functional, sensitive and appropriate distribution of different housing types in relation to one another;		
		(i) ensure protection and enhancement of the natural environment through pollution control, environmental impact analysis and the prevention of urban sprawl; and,		
		(j) facilitate the conservation and efficient use of energy in the future pattern of urban development.		
		It is therefore the policy of Council that:		
Growth Strategy	2.A.1	The City will adopt a strategy for accommodating growth in a more concentrated fashion, with the key components as outlined in Chart 2.1, and with the guidelines as outlined in Chart 2.2 and schematically illustrated in Map 2.1.	General Municipal Plan Implementation Program	



RESIDENTIAL DEVELOPMENT

SUBURBAN RESIDENTIAL
(No opportunity to increase density of single family development)

SUBURBAN RESIDENTIAL
(Opportunity to increase single family density as initiated by developers)

INNER CITY RESIDENTIAL
(To accommodate development as identified in District Plans)

MIXED USE ACTIVITY CENTRES
(Existing/Proposed commercial centres with residential, social, cultural and/or recreational activities)

DOWNTOWN

TOWN CENTRES

LRT STATION AREAS

REGIONAL SHOPPING CENTRES

RIVER VALLEY

SUBURBAN INDUSTRIAL AREAS

RESTRICTED DEVELOPMENT AREA

EXISTING LRT LINE

PROPOSED LRT LINES

LRT STATIONS

TRUCK ROUTE LOOP AND PROPOSED ARTERIAL EXTENSIONS IN NEW AREAS

CITY BOUNDARY

This map represents a broad and conceptual illustration of the desired pattern of urban development. It is not intended to provide site- specific direction to land use regulation

MAP 21
THE GROWTH STRATEGY

Chart 2.1

The General Municipal Plan Growth Strategy

Element of Strategy	Council Commitments Required	Component of Plan
A. ACCOMMODATION OF GROWTH		
1. *Accommodating whatever growth* is attracted to the City.	1. Support for suburban servicing programs; inner city rezonings which increase land supply; and housing programs deriving from the Housing Strategy.	1
2. *Annexation* of land to ensure an adequate supply of residential and industrial land over the long term.	2. Annexation application.	1, 14
3. *Reorganization* of local government at the metropolitan scale to improve financial, political and administrative responsiveness and efficiency.	3. Annexation application.	1, 14
4. *Promotion of growth* in industries contributing to stability and diversity of the economic base.	4. Continued support to economic and business development programs such as that of the Business Development Department.	1, 7
B. PATTERN OF URBAN DEVELOPMENT		
5. *Increasing compactness* of residential development.	5. Initiation of a District Planning Program to increase residential densities in the inner city to allow infill family housing, and, in new suburban growth areas, allowing higher density of single family housing development.	5
6. *Priority upon existing developed areas* for: a) accommodating growth, in order to better utilize existing services and infrastructure; and b) improving services where necessary.	6. Commitment to give greater priority to improving the level of services in existing developed areas, through the capital and operating budgets.	5, 9, 10
7. *A viable, strong Downtown* to be retained and developed.	7. Support of an Area Redevelopment Plan for Downtown which: sets out measures to improve the environment of Downtown, through traffic management, parks, street furniture and commitment to an urban design philosophy implemented through the Land Use Bylaw; and sets out specific zoning designations for land use districts to achieve housing in the Downtown.	6
8. *Office decentralization* to Town Centres, L.R.T. stations and other selected locations along major transportation routes.	8. Initiation of a District Planning Program to achieve office decentralization through upzoning in key locations along major transportation routes combined with discouraging office decentralization in scattered locations.	6
9. *Staging* considerations at a broad level in new growth areas, to bring about servicing efficiencies for the municipality and school boards.	9. Commitment to support staging at the Area Structure Plan level.	5
10. *Promotion of energy efficient design* and opportunities for energy conservation in land use and transportation planning, municipal servicing and building design.	10. Commitment to increases in residential densities, emphasis on public transit, and land efficient servicing and dedication standards.	5, 8, 9, 15

Chart 2.1 (cont'd.)
The General Municipal Plan Growth Strategy

Element of Strategy	Council Commitments Required	Component of Plan
C. TRANSPORTATION SYSTEM		
11. *A strong emphasis on the public transit* component of the Transportation System.	11. Commitment to directing growth around transit corridors/nodes in advance of service. Commitment to continued development of the transit system.	8
12. A Downtown parking policy to encourage and support a viable downtown.	12. Commitment to control the amount and management of parking in the central area through a body such as a Parking Authority.	8
D. ENVIRONMENTAL QUALITY		
13. *Priority upon improving the quality of the environment*, especially necessary given the increased compactness of development, through an emphasis on urban design, historical preservation, parks development and a social development strategy.	13. Commitment to giving greater priority to urban design, historical preservation, parks development, and social development implies: a) approval of specific design policies prepared by statutory plans and incorporated into the Land Use Bylaw; b) commitment to a system for cataloguing, evaluating and designating historical resources, and following through with regulations and/or funding as required; c) priority to neighbourhood parks and inner city parks, over regional and district level parks; and d) authority to the Social Services Department to prepare a social development strategy.	10, 13, 15, 16
14. *Natural environment sensitivity* to be given increased emphasis in planning for new growth areas.	14. Commitment required through the Area Structure Plan terms of reference and the River Valley Area Redevelopment Plan to increasing the importance of environmental protection in the planning process.	11, 12
E. DETAILED PLANNING PROCESS		
15. *District Planning System* to link General Municipal Plan with Land Use Bylaw.	15. Commitment to establish a system of District Planning, utilizing the district boundaries proposed within the General Municipal Plan.	3
16. *Formal citizen participation structure* to advise on the preparation of District Plans and to monitor development trends.	16. Commitment to create a structure to facilitate citizen participation in the preparation of District Plans and the monitoring of development applications.	4
17. *A Development Industry Liaison Committee* to work with the City in implementing the General Municipal Plan growth strategy.	17. Commitment to establish an ongoing Development Industry Liaison Committee.	4
18. *Increased flexibility for the development industry and opportunities for competition in the land development process* (through flexibile land use control, and consideration given to non-contiguous development).	18. Commitment to improve the environment for the development industry, reflected in the Land Use Bylaw, the Area Structure Plan process, and the Area Redevelopment Plan process.	5, 6, 7, 9

Chart 2.2

Comparisons of Growth Guidelines for District Plan Areas: Trend and Preferred Growth Options Residential

Districts	1978 Base Information Residential Development (Units)					1981 Growth Guidelines (Net Increase) Residential Growth (Units)					Location & Design Requirements
	Total	Single Family	Ground Oriented Multiple	Apt.	Estimated Total Population	Total	Single Family	Ground Oriented Multiple	Apt.	Estimated Total Population	
1. **Downtown**	3,320	170	30	3,120	5,130	4,900 (2,600)	—	—	4,900 (2,600)	11,300 (7,640)	Mixed Use developments with varying degrees of high density housing in different sectors of the Downtown.
2. **West Edmonton** Inner City	22,050	15,560	1,030	5,460	71,700	3,100 (590)	— —	2,210 (100)	890 (430)	58,820 (50,100)	Limited District Centres. Limited Neighbourhood Centres. Moderate Infill.
Suburbs	2,610	1,360	840	410	8,730	13,160 (16,160)	7,700 (7,480)	3,200 (6,000)	2,260 (2,680)	46,880 (54,750)	Majority of area under approved Area Structure and Neighbourhood Structure Plans. One neighbourhood not yet approved.
3. **Southwest** Inner City	29,230	14,130	3,440	11,660	78,420	7,280 (6,090)	— —	3,000 —	4,280 (6,090)	66,290 (58,040)	Limited District Centres. Moderate Neighbourhood Centres. Substantial Infill.
Suburbs	3,090	1,880	550	660	10,760	12,740 (13,690)	6,130 (5,470)	3,760 (5,170)	2,850 (3,050)	46,740 (48,900)	With exception of Neighbourhoods 4-9 in Riverbend, all areas under approved Area Structure and Neighbourhood Structure Plans.
4. **Southeast** Inner City	18,340	13,310	1,950	3,080	57,070	1,560 (60)	— —	1,560 (60)	— —	44,120 (39,360)	Limited Neighbourhood Centres. Limited Infill.

Trend figures shown in brackets underneath.

Chart 2.2 (cont'd.)

Comparisons of Growth Guidelines for District Plan Areas: Trend and Preferred Growth Options Residential

Districts	1976 Base Information Residential Development (Units)					1991 Growth Guidelines (Net Increase) Residential Growth (Units)					Location & Design Requirements
	Total	Single Family	Ground Oriented Multiple	Apt.	Estimated Total Population	Total	Single Family	Ground Oriented Multiple	Apt.	Estimated Total Population	
Suburbs	3,880	3,040	740	100	13,510	17,770 (19,470)	11,990 (9,960)	4,210 (7,680)	1,570 (1,830)	68,140 (71,750)	Majority of area under Approved Area Structure and Neighbourhood Structure Plans. One neighbourhood not yet approved.
5. **North Central** Inner City	49,010	18,440	4,410	26,160	118,830	15,160 (13,220)	— —	4,440 (70)	10,740 (13,150)	100,930 (102,810)	Emphasis on LRT stations, Inner City. Moderate District Centres. Moderate Neighbourhood Centres. Substantial Infill.
Suburbs	2,340	1,890	410	40	8,510	4,570 (5,370)	3,270 (3,340)	1,080 (1,770)	220 (260)	23,070 (25,360)	All of Castle Downs I under Approved Area Structure and Neighbourhood Structure Plans.
6. **Northeast** Inner City	20,520	15,220	3,820	3,480	76,440	3,330 (1,400)	— (430)	2,490 (170)	840 (840)	65,630 (45,380)	Emphasis on LRT areas. Limited Neighbourhood Centres. Moderate Infill.
Suburbs	3,250	2,370	760	120	12,400	13,840 (15,510)	10,310 (7,600)	2,490 (6,370)	1,040 (1,540)	58,020 (60,760)	With exception of Castle Downs II, majority of area under Approved Area Structure Plans and Neighbourhood Structure Plans.
Total	159,640	87,370	17,980	54,290	461,500	99,080 (94,200)	39,400 (34,280)	28,440 (37,450)	31,240 (32,470)	587,970 (565,120)	

Trend figures shown in brackets underneath.

Chart 2.2 (cont'd.)

Growth Guidelines for District Plan Areas: Strategic Indicators for Office Development

District	Qualitative Indicators	Quantitative Indicators	
		Primary	Secondary
1. **Downtown**	• Prime location for general financial, administrative and professional offices serving the whole region.	• Share of annual city-wide increase drops gradually from two-thirds to one-half or one-third towards the end of the Plan period. (1991).	• Average annual increase on the order of 60 000-70 000 m^2 in the short-term, decreasing over the Plan period to approximately 20 000-30 000 m^2
	• Emphasis on attracting major financial institutions and corporate head offices as part of the City's business development program.	• Remains the largest concentration of office space in the metropolitan Edmonton region.	• Note: These values are based on projected metropolitan growth at an average annual rate of 103 000 m^2 in the late 1970's, declining to 52 000 m^2 in the late 1980's. Larger increases would be expected in the Downtown if metropolitan growth exceeds these levels.
2. **West Edmonton** Inner City	• Development of office space along Stony Plain Road commercial strip, in the form of one to three storeys of office space above ground floor retail uses. (Provision for mixing with apartment residential development where appropriate.)	• Not applicable.	• Not applicable.
	• Possible addition of office space to existing regional shopping centres at Meadowlark and/or Centennial Village, probably in the form of one or two buildings of medium height (up to approximately ten storeys).	• Two or three buildings of about 10 000 m^2 for a total of 20 000-30 000 m^2	• Not applicable.
Suburbs	• Development of low-density offices providing business support services for local industries at appropriate locations in Northwest Industrial Outline Plan.	• Not more than one-quarter of the total space developed outside the Downtown during early 1980's; one-sixth in late 1980's.	• Not more than one-sixth of total City growth in early 1980's; one-tenth in late 1980's.
	• Development of office space at Westgate shopping centre to serve surrounding residential areas and the maximum feasible amount of general office uses.	• At least 15 000-20 000 m^2	• Not applicable.
	• Small scale offices in local shopping centres (e.g. — realtors).	• Not applicable.	• Not applicable.

Chart 2.2 (cont'd.)

Growth Guidelines for District Plan Areas: Strategic Indicators for Office Development

District	Qualitative Indicators	Quantitative Indicators	
		Primary	Secondary
3. Southwest Inner City	• Redevelopment of Strathcona rail yards for office and light industrial uses on a staged basis during 1980's.	• On the order of 50 000-60 000 m²	• Approximately one-tenth of the total City growth during 1980's and one-seventh of the space developed outside the Downtown.
	• Development of office space along Whyte Avenue commercial strip in the form of one to three storeys of office space above ground floor retail uses. (Provision for mixing with apartment residential development where appropriate.)	• Not applicable.	• Not applicable.
	• Possible addition of office space to existing regional shopping centre at Southgate, probably in the form of one or two buildings of medium height (up to approximately ten storeys).	• One or two buildings of about 10 000 m², for a total of 10 000-20 000 m²	• Not applicable.
	• Long-range potential for development of office uses in conjunction with retail development and/or housing, on the University Farm.	• Potential for development to accommodate one-fifth or one-quarter of the City's growth during 1990's.	• 10 000-15 000 m² per year during 1990's, contingent upon Area Redevelopment Plan(s).
Suburbs	• Development of office space at Kaskitayo and Riverbend Town Centres to serve surrounding residential areas and the maximum feasible amount of general office uses.	• Initial development on the scale of 3000-4000 m² per Centre with provision for later expansion to 15 000-20 000 m² or more.	• Not applicable.
4. Southeast Inner City	• Possible development of office space on Capilano shopping centre site and nearby commercial/industrial parcels to accommodate general office uses and services for nearby residential communities.	• Up to four or five buildings of approximately 10 000 m² each, for a total of 40 000-50 000 m².	• Not applicable.
	• Possible addition of office space to existing regional shopping centre at Bonnie Doon, probably in the form of one or two buildings of medium height (up to approximately ten storeys).	• One or two buildings of up to 10 000 m² each, for a total of 10 000-20 000 m².	• Not applicable.

Chart 2.2 (cont'd.)

Growth Guidelines for District Plan Areas: Strategic Indicators for Office Development

		Quantitative Indicators	
		Primary	Secondary
Suburbs	• Possibility of intensive office development in immediate vicinity of L.R.T. stations in the industrial/commercial portions of the South L.R.T. corridor, accommodating general office uses serving the South Side or the City as a whole.	• Potentially the most significant locations outside the Downtown for general office uses, accommodating at least one-tenth of space developed outside the Downtown during the 1980's.	• Up to 50 000-60 000 m² desirable at each station, contingent upon market support and subject to locational and design guidelines.
	• Development of office space at Mill Woods Town Centre to serve residential population of Mill Woods, and the maximum feasible amount of general office uses.	• At least 25,000-30,000 m².	• Not applicable.
	• Development of low-density offices providing business support services for local industries at appropriate locations in the South and Southeast Industrial Outline Plan Areas.	• Not more than one-tenth of the space developed outside the Downtown, preferably less.	• Not applicable.
5. **North Central** Inner City	• Development of office space in mixed use developments near the Stadium and Coliseum L.R.T. Stations, in the form of buildings of medium height (up to approximately ten storeys), with height decreasing at greater distances from stations. (Provisions for mixing with apartment residential development where appropriate).	• One to three buildings of approximately 10 000 m² per station area, for a total of 20 000-60 000 m².	• Not applicable.
	• Development of office space along existing commercial strips on Jasper Avenue, 124 Street and 118 Avenue, in the form of one to three storeys of office space above ground-floor retail uses, except where provision for more intensive development is made in an Area Redevelopment Plan. (Provision for mixing with apartment residential development where appropriate).	• Not applicable.	• Not applicable.

Chart 2.2 (cont'd.)

Growth Guidelines for District Plan Areas: Strategic Indicators for Office Development

District	Qualitative Indicators	Quantitative Indicators	
		Primary	Secondary
	• Possible addition of office space to existing regional shopping centre at Westmount, probably in the form of one or two buildings of medium height (up to approximately ten storeys).	• One or two buildings of approximately 10 000 m^2 for a total of 10 000-20 000 m^2.	• Not applicable.
	• Development of some low-density office space providing business support services for surrounding light industrial uses, at appropriate locations in Yellowhead Highway Corridor (125 Avenue).	• Not applicable.	• Not applicable.
	• Possible office development in immediate vicinity of stations on the North L.R.T. line, probably in the form of buildings of medium height (up to approximately ten storeys).	• Four or five buildings of approximately 10 000 m^2 for a total of 40 000-50 000 m^2.	• Not applicable.
Suburbs	• Long range potential for development of office uses in conjunction with retail development and/or housing on the site of the Griesbach Armed Forces Base.	• Potential for development to accommodate one-fifth or one-quarter of the City's growth during 1990's.	• 10 000-15 000 m^2 per year during 1990's, contingent upon Area Redevelopment Plan(s).
	• Development of office space at Castle Downs (Stage I) Town Centre to serve surrounding residential areas and the maximum feasible amount of general office uses.	• Initial development on the scale of 3 000-4 000 m^2, with provision for later expansion to 15 000-20 000 m^2 or more.	• Not applicable.
6. **Northeast** Inner City	• Development of office space in mixed-use developments near the Belvedere L.R.T. Station, in the form of buildings of medium height (up to approximately ten storeys), with height decreasing at greater distances from the station.	• One to three buildings of approximately 10 000 m^2, for a total of 10 000-30 000 m^2.	• Not applicable.

Chart 2.2 (cont'd.)

Growth Guidelines for District Plan Areas: Strategic Indicators for Office Development

District	Qualitative Indicators	Quantitative Indicators	
		Primary	Secondary
	• Possible addition of office space to existing regional shopping centres at North Town, Northgate and Londonderry, probably in the form of one or two buildings of medium height (up to approximately ten storeys).	• Three to five buildings of about 10 000 m^2, for a total of 30 000-50 000 m^2.	• Not applicable.
	• Development of office space along existing commercial strips on 97 Street and 118 Avenue, in the form of one to three storeys of office space above ground-floor retail uses. (Provision for mixing with apartment residential development where appropriate).	• Not applicable.	• Not applicable.
Suburbs	• Development of office space at Clareview and Castle Downs (Stage II) Town Centres to serve surrounding residential areas and the maximum feasible amount of general office uses.	• At least 25 000-30 000 m^2 per Centre, for a total of 50 000-60 000 m^2.	• Not applicable.

Interpretative Notes

1. The descriptions and estimates in this table should be interpreted as indicators of the form of office development which may be expected to occur in each Planning District if the growth strategy is successfully implemented. As such, they are benchmarks which can be used to help in assessing whether development is proceeding as intended in the growth strategy and whether a reassessment of the strategy is necessary in order to account for factors which were unanticipated during the General Municipal Plan preparation process. The numbers presented in this table are not projections or targets, but are intended strictly as aids in interpreting the qualitative descriptions in the left-hand column.

2. All measurements of floorspace are in square metres (m^2) of leasable floor area. Increments are presented generally in blocks of 5 000 m^2, equivalent to approximately 50,000 sq. ft. Lesser amounts are not dealt with.

3. Proportions of City growth and uncentralized growth are presented as fractions in order to emphasize the general nature of these indicators.

4. Metric conversion: Estimates of floor area in this table are presented in increments of 10 000 m^2, which is equal to 107 639 sq. ft. However, if the table were presented in imperial units, the increment of floor area would be 100,000 sq. ft. Therefore, imperial equivalents in sq. ft. can be obtained by adding a zero to the m^2 figure shown in the table. For example, the equivalent for 15 000-20 000 m^2 is 150 000-200 000 sq. ft.

Chart 2.2 (cont'd.)

Growth Guidelines for District Plan Areas:
Strategic Indicators for Retail and Service Development

District	Qualitative Indicators	Quantitative Indicators
1. **Downtown**	• Continued increase in quantity and variety of comparison shopping goods offered by department stores and specialty outlets.	• Desirable minimum increase of 30% in relationship to regional shopping centre retail space.
	• Particular emphasis on street level retail uses and evening entertainment facilities.	• Not applicable.
	• Increase in neighbourhood commercial services (e.g. groceries, pharmacies) to serve the increased residential population of the Downtown.	• Not applicable.
2. **West Edmonton** Inner City	• Some replacement and minor expansion of retail space at Stony Plain Strip and district and neighbourhood shopping centres.	• Not applicable.
Suburbs	• Development of Westgate regional shopping centre.	• 60 000-70 000 m².
	• Development of retail and service space at lower-order shopping centres and commercial sites in accordance with Area Structure Plans.	• Not applicable.
	• Development of tourist-related commercial uses in Highway 16 West corridor.	• Not applicable.
3. **Southwest** Inner City	• Development of new retail facilities in conjunction with redevelopment of Strathcona rail yards, integrated functionally with upgrading and infill of Whyte Avenue commercial strip for more intensive pedestrian-oriented retail uses as warranted by market conditions.	• Not applicable.

Chart 2.2 (cont'd.)

Growth Guidelines for District Plan Areas:
Strategic Indicators for Retail and Service Development

District	Qualitative Indicators	Quantitative Indicators
Suburbs	• Development of regional shopping centres at Kaskitayo and Riverbend Town Centres, with phasing according to Area Structure Plans.	• 60 000-70 000 m^2 at each Centre, for a total of 120 000-140 000 m^2.
	• Development of retail and service space at lower order shopping centres and commercial sites in accordance with Area Structure Plans.	• Not applicable.
	• Development of tourist-related commercial uses in Calgary Trail corridor.	• Not applicable.
4. **Southeast** Inner City	• Some replacement and minor expansion of retail space at existing shopping centres.	• Not applicable.
Suburbs	• Development of regional shopping centre at Mill Woods Town Centre.	• 60 000-70 000 m^2.
	• Development of retail and service space at lower-order shopping centres and sites in accordance with Area Structure Plans.	• Not applicable.
	• Development of a limited range of shopping facilities in conjunction with employment nodes in station areas in the commercial/industrial portion of the South L.R.T. corridor.	• Not applicable.
5. **North Central** Inner City	• Development of retail facilities in mixed-use developments in Stadium and Coliseum station areas.	• Not applicable.
	• Some replacement and minor expansion of retail space at existing commercial strips and shopping centres.	• Not applicable.

Chart 2.2 (cont'd.)

Growth Guidelines for District Plan Areas:
Strategic Indicators for Retail and Service Development

District	Qualitative Indicators	Quantitative Indicators
Suburbs	• Development of district shopping centre at Castle Downs (Stage I) Town Centre.	• 10 000-15 000 m².
	• Development of retail space at other shopping centres and commercial sites in accordance with Area Structure Plan(s).	• Not applicable.
6. **Northeast** Inner City	• Development of retail facilities at Belvedere L.R.T. station, in the form of ground-floor uses in new office buildings and revitalization of Fort Road commercial strip.	• Not applicable.
	• Some replacement and minor expansion of retail space at existing commercial strips and shopping centres.	• Not applicable.
	• Development of tourist-related commercial uses in appropriate sections of Highway 15 corridor.	• Not applicable.
Suburbs	• Development of regional shopping centres at Clareview and Castle Downs (Stage II) Town Centres.	• 60 000-70 000 m² at each centre, for a total of 120 000-140 000 m².
	• Development of retail and service space at lower-order shopping centres and commercial sites in accordance with Area Structure Plans.	• Not applicable.

Interpretative Notes

1. The descriptions and estimates in this table should be interpreted as indicators of the form of retail and service development which may be expected to occur in each Planning District if the growth strategy is successfully implemented. As such, they can be used to help in assessing whether development is proceeding as intended in the growth strategy and whether a reassessment of the strategy is necessary in order to account for factors which were unanticipated during the General Municipal Plan preparation process. The numbers presented in this table are not projections or targets, but are intended strictly as aids in interpreting the qualitative descriptions in the left-hand column.
2. Units of measurement: estimates of floor area are in square metres (m²) of gross leasable floor area.
3. Metric conversion: Estimates of floor area in this table are presented in increments of 10 000 m², which is equal to 107 639 square feet. However, if the table were presented in imperial units, the increment of floor area would be 100,000 square feet. Therefore, imperial equivalents in square feet can be obtained by adding a zero to the m² figure shown in the table. For example, the equivalent for 60 000-70 000 m² is 600,000-700,000 square feet.

Chart 2.2 (cont'd.)

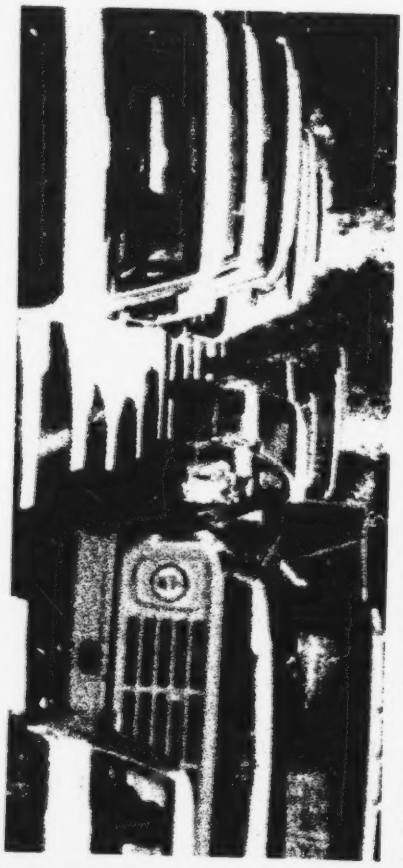
Growth Guidelines for District Plan Areas:
Strategic Indicators for Industrial Development

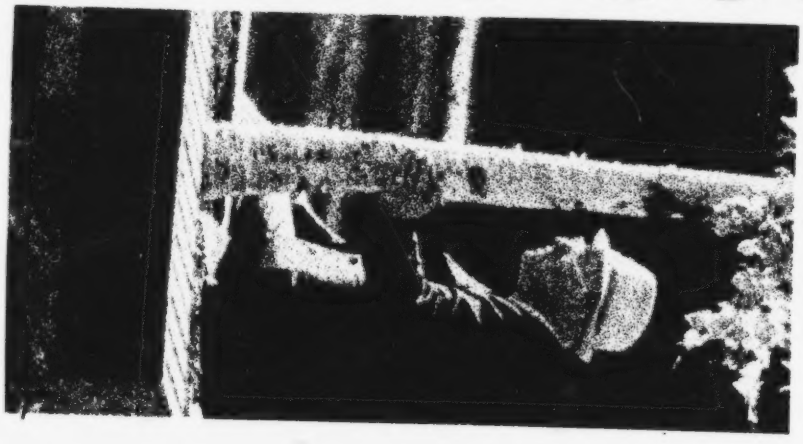
1. **Downtown**	• Redevelopment of warehousing district and rail yards for more intensive uses in accordance with Downtown Plan.	• Not applicable.
	• Relocation of existing industrial uses to alternative locations in newer industrial areas in the City.	• Not applicable.
2. **West Edmonton** Inner City	• Not applicable.	• Not applicable.
Suburbs	• Continued development of Northwest Industrial Outline Plan Area for light, medium and heavy industrial uses.	• Approximately one third of the development in the City's suburban industrial areas.
		• Average annual development projected to be at least 30 net hectares (70 net acres) and possibly much higher.
3. **Southwest** Inner City	• Redevelopment of Strathcona rail yards and some or all of nearby industrial lands for higher intensity office and light industrial uses with complementary retail and service component.	• Not applicable.
	• Relocation of existing heavy industrial uses to alternative locations in newer industrial areas of the City.	• Not applicable.
Suburbs	• Not applicable.	• Not applicable.

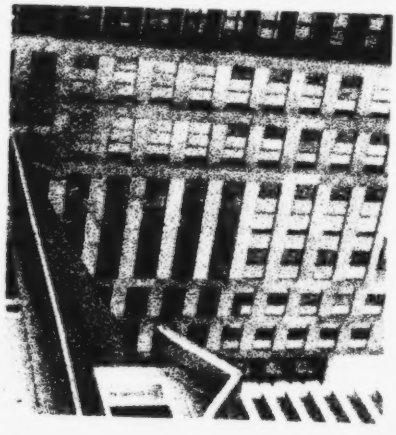
Chart 2.2 (cont'd.)

Growth Guidelines for District Plan Areas: Strategic Indicators for Industrial Development

District	Qualitative Indicators	Quantitative Indicators
4. **Southeast** Inner City	• Not applicable.	• Not applicable.
Suburbs	• Continued development of South and Southeast Industrial Outline Plan Areas for light, medium and heavy industrial uses.	• Approximately two-thirds of the development in the City's suburban industrial areas. • Average annual development projected to be at least 60 net hectares (140 net acres) and possibly much higher.
5. **North Central** Inner City	• Redevelopment of some obsolete industrial uses in Northeast Light Rail Transit and Yellowhead Highway Corridors to office and light industrial uses or auto-oriented commercial parks as determined through District Plans.	• Not applicable.
	• Relocation of existing industrial uses to alternative locations in newer industrial areas in the City.	• Not applicable.
Suburbs	• Completion of industrial development on industrially designated lands along the St. Albert Trail.	• Not applicable.
6. **Northeast** Inner City	• Completion of industrial development in the Kennedale Industrial Outline Plan Area and adjacent industrially designated lands.	• Not applicable.
Suburbs	• Identification of lands within the territory annexed to the City's northeastern boundary on January 1, 1980 suitable for industrial designation and preparation of servicing program through sector studies carried out under the District Planning Program.	• Not applicable.







INTRODUCTION

In addition to the actual policies of the growth strategy, a key recommendation of the General Municipal Plan relates to the establishment of a District Planning Program as one of the primary initiatives Council must take to implement the growth strategy. The establishment of a District Planning Program implies:

1. the preparation of District Plans which will outline how the growth projected for a particular district will be accommodated within the district; and,
2. the establishment of a citizen participation structure linked to the District Plan boundaries, and charged with responsibility for participating in the District Plan process.

District Planning will provide the link between neighbourhood plans and the General Municipal Plan, and in the majority of instances will remove the need for neighbourhood plans. In many areas of Edmonton, detailed neighbourhood plans have arisen in response to specific programs or citizen group pressure. This utilization of planning services has been inadequate for two reasons:

1. localized plans have tended to mask symptoms and not treat real causes; and,
2. once a neighbourhood plan has been completed, demand often continues for planning services, making the present approach inefficient.

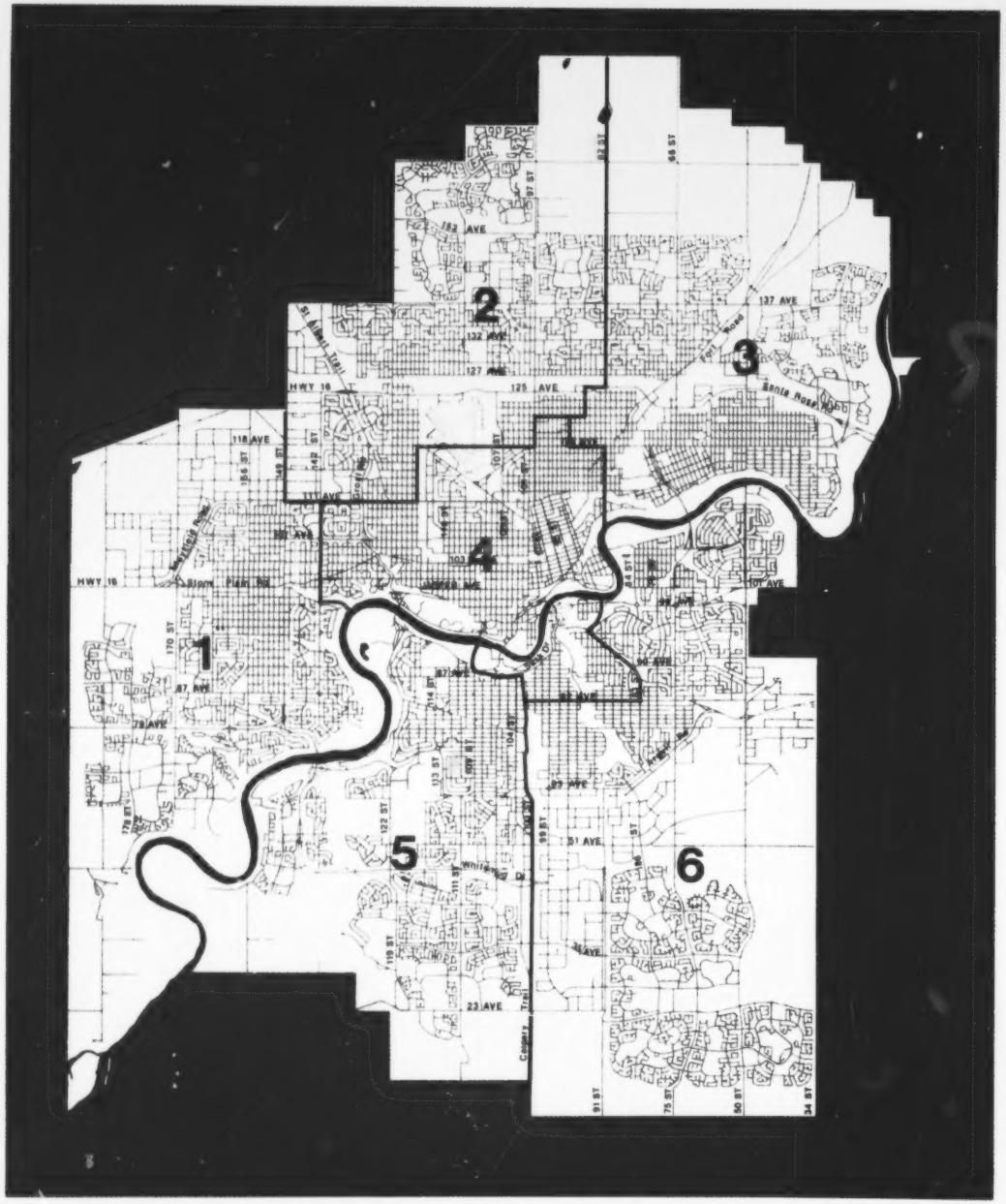
Many of the problems identified in the neighbourhood planning process cannot be dealt with effectively on a neighbourhood basis. The District Planning approach is necessary to plan for local areas in the context of the broad growth strategy, in particular to ensure that growth is distributed equitably among neighbourhoods within the district. The proposed district boundaries are intended to allow the balancing of suburban and inner city concerns within the District Planning process.

The preparation of District Plans is expected to be a two to three year process. During this period:

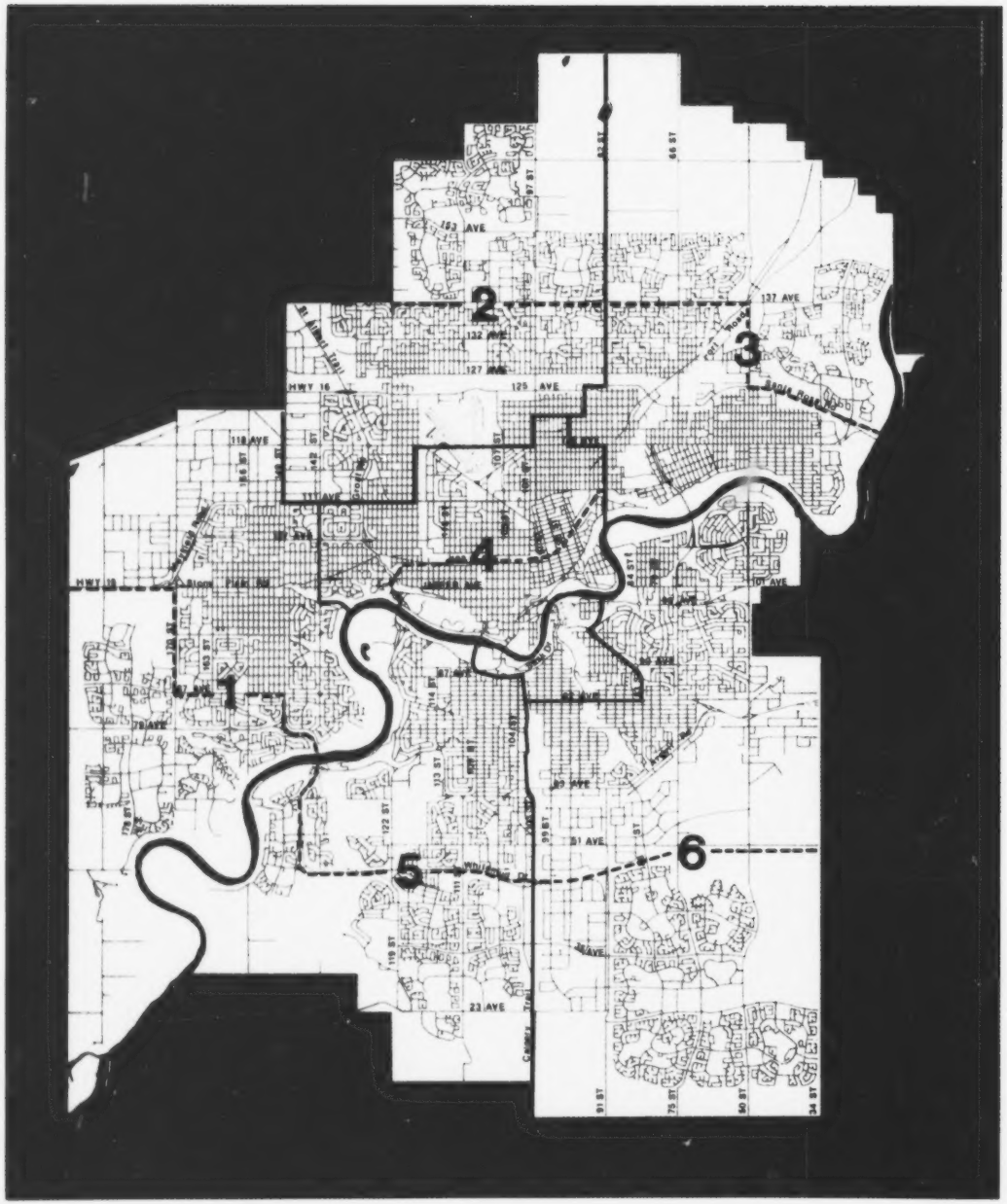
- planning services will become decentralized to the district level;
- planning staff in decentralized locations will provide residents with a key communication link to the City Administration;
- District Planning Advisory Committees will be established;
- areas and sub-centers for receiving projected future growth will be identified using principles set out in the General Municipal Plan (under Objectives 5.B and 5.C); and,
- the guidelines set out in this Plan (under Objectives 5.B and 5.C) will be utilized for evaluating development proposals in the interim, until District Plans are approved.

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
District Planning to Link General Municipal Plan and Land Use Bylaw	3.A.	**To undertake District Planning as a means of providing detailed planning services over broad areas of the city.**		Policy Report #3
		It is therefore the policy of Council that:		
System of District Planning	3.A.1	The City will establish a system of District Planning for the purpose of undertaking detailed plans necessary to provide the link between growth projected by the General Municipal Plan and the regulation of development on specific sites through the Land Use Bylaw.	District Planning Program	Policy Report #3, 3.A.5
Adoption of District Plans	3.A.2	The City will adopt District Plans as amendments to the General Municipal Plan, and where appropriate, will also provide for simultaneous approval of portions of District Plans as Area Structure Plan(s) and Area Redevelopment Plan(s) for the purpose of implementing the provisions of the Planning Act, 1977.	District Planning Program	17.B.3
Boundaries	3.A.3	The City will establish six districts for District Planning purposes, in accordance with the ward system boundaries, as outlined in Map 3.1, and will establish sub-district boundaries as outlined in Map 3.2.	District Planning Program	Policy Report #3
Planning Offices	3.A.4	The City will establish one site office in each district.		

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
District Planning Responsibilities	3.A.5	The City will prepare District Plans to implement the growth and development policies of the General Municipal Plan. More specifically, District Plans will be responsible for the following activities: (a) the identification of the location, timing and form of residential development required by the General Municipal Plan, with a view to the policies of the General Municipal Plan regarding such areas as transportation objectives, urban environmental design objectives, and park space allocation objectives; (b) the identification of where commercial expansion, if any, will be accommodated and any special development guidelines for such development; (c) the identification of additional park space needs, if any, and the establishment of criteria for the acquisition of park space in the districts; (d) the identification of additional physical infrastructure improvements or social services required to support development, if any; (e) the identification of transportation plans and how any additional roadways or transit rights-of-way, if any, will be accommodated within the districts;	District Planning Program, General Municipal Plan Monitoring Program	Policy Report #3, 3.A.1, 5.B.2, 5.B.3, 5.B.5, 5.B.7, 5.B.11, 5.G.1, 5.H.6, 6.H.6, 12.A.4, 13.A.3, 13.A.5, 13.A.6, 15.A.1, 15.B.6, 15.C.5



MAP 3.1
DISTRICT PLAN
BOUNDARIES



MAP 3.2
SUB-DISTRICT BOUNDARIES

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(f) the identification of future housing needs, if any, and housing distribution (particularly social housing);		
		(g) the identification of specific urban environmental design issues and opportunities, and development guidelines to retain the desired characteristics of the districts;		
		(h) the identification of growth staging within the districts;		
		(i) the identification of the social and environmental impacts of the Plan, if any, and the process by which any negative impacts will be minimized; and,		
		(j) any additional factors of concern to local residents or City Council.		
Timing of District Plan Preparation	3.A.6	The City will undertake the preparation of District Plans for all planning districts simultaneously, commencing in 1980.	District Planning Program	

INTRODUCTION

As a process of implementing the General Municipal Plan strategy, District Planning cannot be accomplished by City Council and the Civic Administration alone. It can be accomplished only with the consent and participation of the people of Edmonton. To achieve the involvement of the public in carrying out the General Municipal Plan, the Plan provides for a formal system of citizen participation on the District basis.

The recommendation for a formal structure for citizen participation is a key recommendation of the Plan (Objective 4.A). It is in response to the concerns expressed during the Mayor's Neighbourhood Planning Conference, the Citizens' Concerns Survey, and General Municipal Plan Workshops regarding the need for an ongoing, rather than an ad hoc, participation process. Involvement in the preparation of District Plans provides an opportune set of terms of reference for initiating such a structure, which could gradually evolve into responsibilities for advising on development and rezoning applications on an ongoing basis.

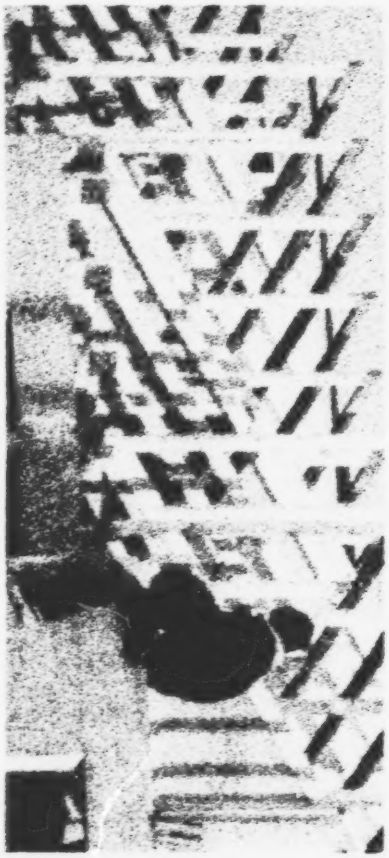
The concept of citizen participation includes the business sector. Since the majority of development in the city is undertaken by the private business sector, support from this sector is considered to be critical to the implementation of the Plan. Thus, the strategy envisages the establishment of a liaison committee comprised of organizations representing the development industry. The purpose of this committee would be to identify means by which the City can assist the industry in achieving the targets set out in the growth strategy.

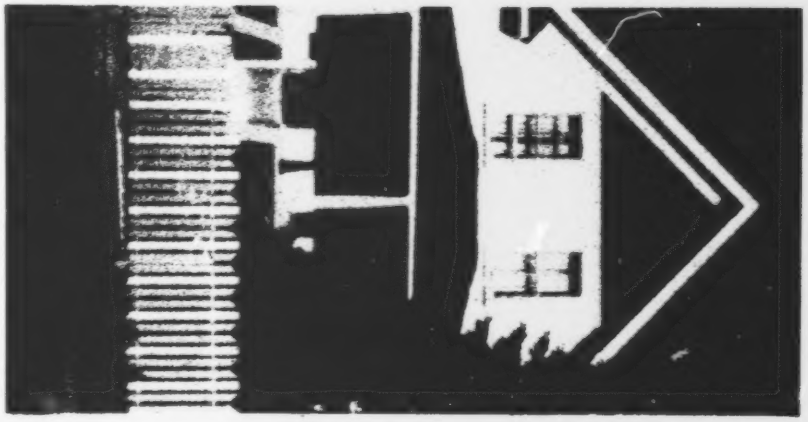
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Ongoing Community Participation in the Planning Process	4.A	**To encourage the continuous involvement of citizens and business interests in land use planning.**		Policy Report #4
		It is therefore the policy of Council that:		
Structure for Citizen Participation	4.A.1	The City will create a structure to facilitate citizen participation in District Planning, the monitoring of plans and the review of development applications through the establishment of formal District Planning Committees composed of representatives elected from community leagues, area councils, and citizens at large, to be responsible for providing input to the Planning Department on land use planning issues.	General Municipal Plan Implementation Program	Policy Report #4, 3.A.1, 13.A.2
Guidelines for Committees	4.A.2	The City will require that District Planning Committees be structured according to the following guidelines: (a) District Planning Committees will be legally constituted under the Societies Act of Alberta during the period of their operation; (b) District Planning Committees will be composed of representatives from various sectors and interest groups, such as community leagues and area councils; and,	General Municipal Plan Implementation Program	

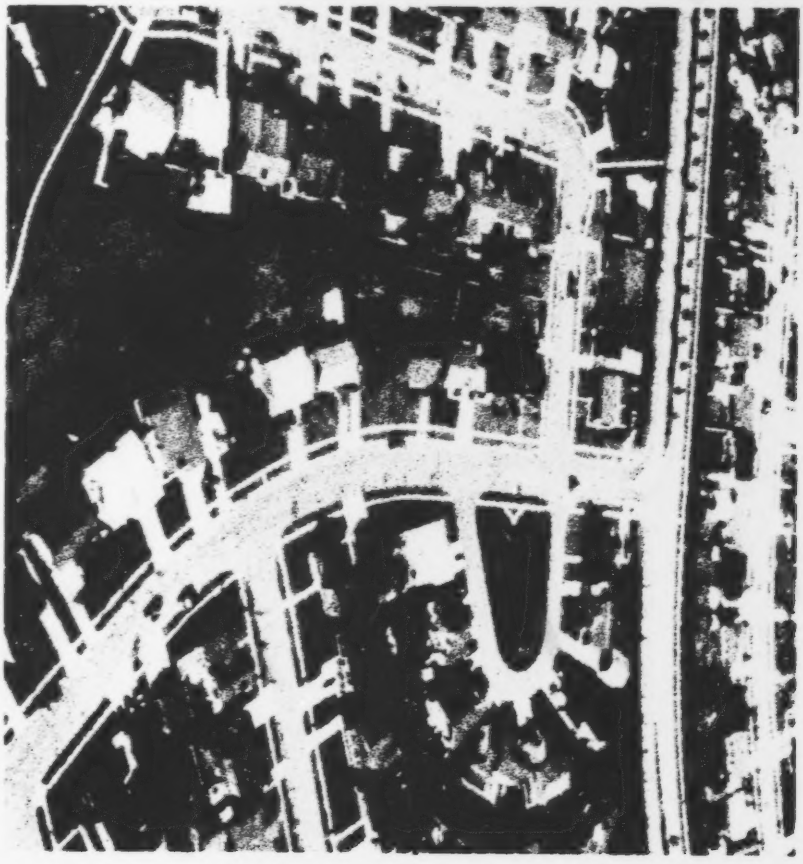
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(c) District Planning Committees will strive to inform, solicit and evaluate input from as broad a range of population and interest groups within the district as possible.		
Funding	4.A.3	The City will establish funding for citizen participation to assist District Planning Committees in meeting anticipated operational expenses during the District Planning process. Initial funding will be set at the outset of the District Plan process and revised on a yearly basis after a review of cost increments. The funds will be provided on an accountable basis to the Committees.	General Municipal Plan Implementation Program	
Development Industry Committee	4.A.4	The City will establish an ongoing Development Industry Liaison Committee to work with the Civic Administration on matters relating to land development.	General Municipal Plan Implementation Program	Policy Report #4, 5.A.7, 5.A.8, 5.E.3, 6.A.3, 6.A.7, 7.E.1, 17.A.3

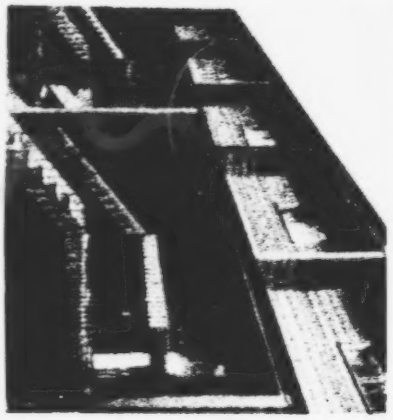
III - GROWTH COMPONENTS

Component 5.	Residential
Component 6.	Commercial
Component 7.	Industrial
Component 8.	Transportation
Component 9.	Utilities
Component 10.	Parks and Recreation
Component 11.	River Valley
Component 12.	Natural Environment
Component 13.	Human Development and Social Services
Component 14.	The Region and Annexation
Component 15.	Urban Design
Component 16.	Historic Preservation









INTRODUCTION

The residential strategy for the City implies significant shifts in residential land use policies. The philosophy of increasing compactness has been reviewed in the Preamble to the General Municipal Plan: it will influence:

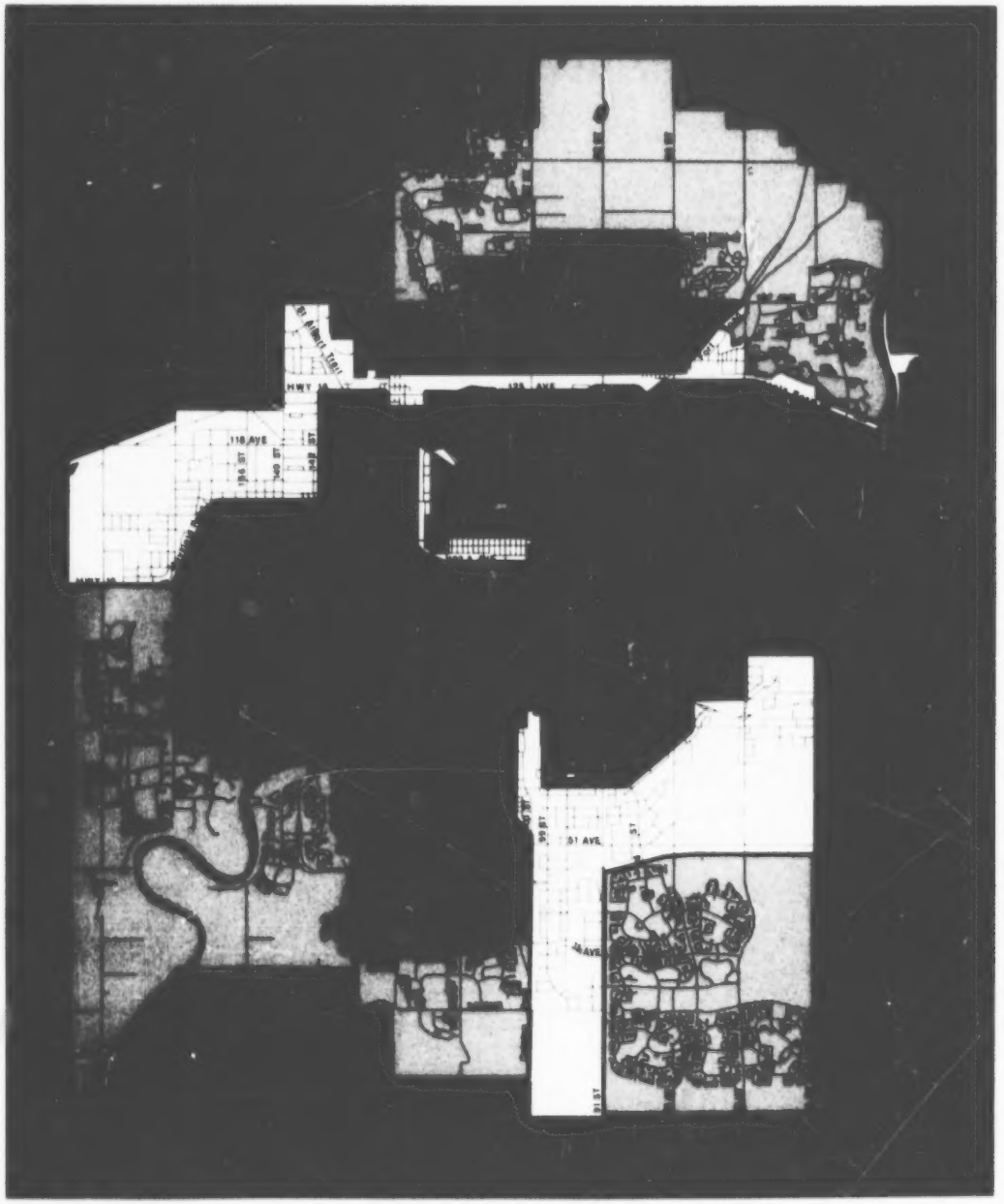
- Downtown planning policy, requiring specific actions to achieve housing in the Downtown (Objective 5.A);
- Inner city planning policy - recognizing that redevelopment can be beneficial, in particular if it is family oriented and integrated with the neighbourhood (Objective 5.B); and,
- Suburban planning policy - amending guidelines for new growth areas with respect to the density of single family development (Objective 5.C).

At the same time that the residential strategy proposes these policy shifts, it must be recognized that change will not occur immediately. The opportunities can be grasped most quickly in the Downtown; but, in the inner city, upzoning and redevelopment must proceed on the basis of design guidelines to be reflected in the Land Use Bylaw and in accordance with District Plans, the preparation of which will likely take three years. In the meantime, inner city redevelopment will continue to be guided by provisions similar to those of the existing Zoning Bylaw and recent plan exercises which have resulted in Council adoption of policy (Objective 5.G). In the suburbs, commitments have been made in the neighbourhood outline plan approval process to such an extent that very few areas remain within the City limits where amended planning policies could be applied. The suburban policy shifts, therefore, would apply primarily to areas annexed to the City.

The residential strategy also contains a number of process-oriented poliies, designed to improve the development control process from the perspective of citizens, the development industry, and the municipal administration (Objectives 5E to 5H). On the whole, these policies do not represent major shifts in direction, but rather, embody changes which have been developing over the last few years.

[redacted]	[redacted]	[redacted]	[redacted]	Cross Reference
		It is the objective of Council:		
Downtown Housing	**5.A**	**To promote the development of substantial quantities of housing in the Downtown, as an essential element in achieving a diverse Downtown, a broader range of housing choices in general, and an efficient and equitable distribution of medium and high density housing across the City.**		Policy Report #5, 6D, 6.D.8
		It is therefore the policy of Council that:		
Downtown Housing Strategy	5.A.1	The City will incorporate meaningful incentives for the construction of housing in its system of development controls for the Downtown.	Downtown and Area Redevelopment Plan	**5.B.5, 6.D.3**
Existing Residential Areas	5.A.2	The City will confirm and protect existing residential areas from major intrusions of commercial or other non-residential development.	Downtown Planning Program: Land Use Bylaw	6.D.5
Land Use Bylaw	5.A.3	The City will create new mixed use districts in areas of the Downtown not presently residential in character. Land use and intensity regulations in these districts will be formulated to promote the development of housing by making residential development economically more attractive.	Land Use Bylaw	6.D.5
Environmental Quality	5.A.4	The City will undertake environmental improvements where necessary, including streets, sidewalks and community services, to make the Downtown more attractive for residential development.	Parks and Recreation: Transportation Plan Part III Downtown Plan	6.D.1, 10.A.5, 15.C

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Broad Range of Housing Needs	5.A.5	The City recognizes that, while housing in the Downtown will serve primarily small households and moderate-to-high income groups, appropriate measures must be taken by civic, provincial and other agencies to ensure that accommodation is available for a broad range of income levels and households.	Real Estate and Housing-Housing Strategy	5.H
Use of City-Owned Land	5.A.6	The City will explore the possibility and utility of using the conditional sale of City-owned land as a technique to encourage the construction of housing in the Downtown.	Real Estate and Housing	
Downtown Railway Yards	5.A.7	The City will continue to discuss and work with the C.P.R. and C.N.R. to establish and implement plans for redevelopment of all or portions of their downtown yards to uses which will include the provision of housing.	Downtown Area Redevelopment Plan; Non-Profit Housing Corporation - Housing Strategy	
Development Industry Committee	5.A.8	The City will work with the development industry to identify other means of making the construction of housing in the Downtown an attractive option for developers.	Development Industry Liaison Committee	4.A.4
		It is the objective of Council:		
Inner City	**5.B**	**To increase the amount of future housing accommodated in the inner city, with a strong emphasis on family housing and requiring redevelopment to occur on a dispersed basis rather than concentrated in only a few areas.**		Policy Report #5



MAP 5.1
RESIDENTIAL POLICY AREAS

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is therefore the policy of Council that:		
Selective Higher Density Development	5.B.1	The City will permit relatively higher density residential development to take place throughout the inner city, with an emphasis on family suitable housing, rather than concentrating such development in a few neighbourhoods. However, the nature and extent of the distribution of development to higher densities in the inner city will be guided by policies 5.B.2 to 5.B.11.	District Planning Program; Area Redevelopment Plans; Land Use Bylaw	2.A
Encouraging Integration of Housing Types	5.B.2	The City will, as part of the District Planning and Area Redevelopment Plan processes, encourage variety in the types and density of residential land uses accommodated in inner city areas, subject to the achievement of compatible relationships, or an integration between housing types in inner city areas. In establishing compatible relationships attention should be given to the following factors: (a) consistent streetscapes should be maintained by: i) using street frontages within blocks as the basis for obtaining compatible types of residential land use in terms of density, building form, and the provision of family or non-family units; ii) ensuring the retention of mature vegetation, consistent front yards, height and building bulk relationships; and, iii) the retention of frequent openings between the building mass along the street frontage.	District Planning Program; Area Redevelopment Plans	2.A, 3.A.5

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(b) dwelling units with family suitable characteristics, as defined in 5.B.9, should be provided in low density areas and may be encouraged in medium and high density areas if the following conditions are met: i) no significant traffic congestion or pedestrian-vehicular movement conflicts exist; ii) there is an absence of noise or other negative environmental influences; iii) schools in the neighbourhood are functional; and, iv) a proposed development in a high density area does not exceed 6 storeys in height. (c) the juxtaposition of developments with significant differences in density, such as low to high density, should be avoided.		
Assessing Alternative Density Patterns	5.B.3	The City will, as part of the District Planning and Area Redevelopment Plan processes, assess alternative density patterns as a means of recommending how development will be accommodated within the area to achieve the objectives of the growth strategy. Such assessments will be undertaken prior to implementing Policies 5.B.5 or 5.B.6. The density and building form guidelines outlined in Charts 5.1 and 5.2 will be used to commence such assessments.	District Planning Program: Area Redevelopment Plans	2.A, 3.A.5, 13.A.8

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Site Specific Definition of Density	5.B.4	The City will utilize the guidelines in Chart 5.1 in defining the relative degrees of density for the purpose of directing residential development within the inner city areas.	Land Use Bylaw	
Concentrations of Higher Density Development Near Activity Centres	5.B.5	The City will, as part of the District Planning process, assess the feasibility and desirability of establishing "density nodes", or concentrations of higher density residential development, adjacent to or as part of activity centres. Activity centres will be highly accessible by private automobile and public transit and, in particular, will be the location of major public transit transfer points and existing or proposed commercial retail and office development.	District Planning Program	3.A.5 6.A.6 8.A.3
Guidelines for Concentrations of Higher Density Development	5.B.6	The City will, as part of the District Planning process and Area Redevelopment Plan process, utilize the following guidelines when recommending the establishment of density nodes: (a) an increase in the density of development should be limited to a radius of 365 meters (1,200 feet) or 3 blocks, whichever is greater, from the centre of a Light Rail Transit, District, or downtown inner city activity centre as outlined in Chart 5.2; (b) development within the area described in (a) should reflect a transition between the centre and edge, as outlined in Chart 5.2, by requiring:	District Planning; Area Redevelopment Plans	3.A.5, 6.E.1, 6.F.2

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		i) the highest height, dwelling unit density, and building intensity to occur within or adjacent to the centre. These residential developments are likely to be part of mixed use buildings or projects totally or predominantly oriented to non-family households and childless couples; and,		
		ii) the development at the edge to be integrated with the residential development adjacent to the activity centre, if any, in terms of building height and intensity, dwelling unit density, and the provision of dwelling units with family suitable characteristics.		
		(c) an increase in density adjacent to neighbourhood activity centres should be limited to the block(s) and street frontage(s) in which the activity centre is located.		
		(d) development within the area described in (c) should reflect a transition between the neighbourhood activity centre and the surrounding residential development, if any, with guidelines as outlined in Chart 5.2 and by requiring:		
		i) development on sites immediately adjacent to the centre not to exceed the height and intensity of adjacent commercial development; and,		

Chart 5.1

Inner City: Maximum Density and Building Form Guidelines for Development Within Inner City Neighbourhoods

Predominant Characteristics	Maximum Density Units Per Net Residential Hectare	Maximum Height in Metres	Maximum F.A.R.
Low Density	42 (17)	10 (32.8)	—
Medium Density	125 (50.6)	14 (45.9)	1.0
High Density "Family"	225 (91)	23 (75.5)	1.25
High Density "High Rise"	325 (131.5)	45 (147.6)	3.0

(No.) = Imperial Equivalent.

Note: The guidelines presented in this chart are not to be interpreted as benefits which should be received "as of right" under the Land Use Bylaw. Rather, the guidelines are intended mainly to provide direction to other Statutory Plans in establishing the nature of future development within neighbourhoods.

Chart 5.2

Density Nodes: Density and Building Form Guidelines for Transitional Development Within Density Nodes

Location	Maximum Density Nearest Primary Access Points			Maximum Density At Intermediary Points			Maximum Density Furthest From Primary Access Points		
	UPH[1]	Height[2]	FAR[3]	UPH	Height	FAR	UPH	Height	FAR
Transition Principles									
LRT Station Area	325 (131.5)	45 (147.6)	3.0	225 (91)	23 (75.5)	1.25	65 (26.3)	14 (45.9)	—
Downtown/ Inner City	325 (131.5)	45 (147.6)	3.0	225 (91)	23 (75.5)	1.25	125 (50.6)	14 (45.9)	1.0
District Centre	225 (91)	23 (75.5)	1.25	125 (50.6)	14 (45.9)	1.0	65 (26.3)	15 (45.9)	—
Neighbourhood Centre	125 (50.6)	14 (45.9)	1.0	—	—	—	65 (26.3)	14 (45.9)	—

(No.) = Imperial Equivalent

[1] Units per net residential hectare

[2] In metres

[3] Floor Area Ratio

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		ii) family suitable dwelling units to be provided in developments where adverse noise, traffic or other environmental conditions do not make the provision of such units undesirable.		
Low Density Areas	5.B.7	The City will encourage the rejuvenation of predominantly low density inner city neighbourhoods through an emphasis on both rehabilitation and selective redevelopment, subject to Policies 5.B.8 and 5.B.9.	District Planning Program; Area Redevelopment Plans	3.A.5
Establishing Density Levels for Low Density Areas	5.B.8	The City will, as part of the District Planning and Area Redevelopment Plan processes, establish residential densities on a block or site basis for low density neighbourhoods to reflect the desire to encourage a variety of housing types, encourage the rehabilitation of existing sound housing stock, and recognize the opportunities and constraints of the area imposed by existing infrastructure or area amenities. However, the maximum density for low density neighbourhoods or low density portions of neighbourhoods shall be as outlined in Chart 5.1, except as varied by a statutory plan for the purpose of organizing "density nodes".	District Planning Program; Area Redevelopment Plans	
Family Suitable Dwelling Unit Characteristics	5.B.9	The City will, in the interior of low density inner city neighbourhoods, encourage the maintenance and provision of family suitable dwelling units with the following characteristics: (a) identity, such as through the provision of street addressing, individual entrances and the opportunity for personal expression;	District Planning Program; Area Redevelopment Plans; Land Use Bylaw	

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(b) territoriality through the provision of clearly defined private outdoor space;		
		(c) car convenience through the provision of direct non-mechanical access from the parking area to the dwelling unit;		
		(d) direct non-mechanical first storey access from grade to the dwelling unit;		
		(e) orientation of the dwelling unit to allow for through ventilation and exposure to the sun; and,		
		(f) acoustical privacy between dwelling units.		
Mixed Medium and High Density Areas	5.B.10	The City will encourage the stabilization of mixed density neighbourhoods in the inner city area undergoing redevelopment from low density uses to medium and/or high density residential uses, by:	District Planning Program; Area Redevelopment Plans; Land Use Bylaw	
		(a) allowing existing street frontages in blocks presently undergoing or substantially altered by higher density redevelopment to complete the redevelopment cycle, except where otherwise provided for by an Area Redevelopment Plan. Some provision of dwelling units with qualities suitable for families may be desirable where such blocks can serve as a transition between lower and higher density residential areas, as established by a statutory plan, and where the environmental qualities of the immediate area do not pose adverse impacts; and,		

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(b) retaining any low density street frontages in blocks within such areas where higher density redevelopment has not taken place, or where provided for by an Area Redevelopment Plan, and where opportunities exist to maintain family suitable housing because of high environmental amenities.		
Establishing Density Levels for Mixed Density Areas	5.B.11	The City will, as part of the District Planning and Area Redevelopment Plan processes, establish desired density levels in mixed density areas based on the following objectives: (a) the desire to stabilize the area or mitigate negative impacts resulting from higher density redevelopment such as increased traffic congestion; (b) the desire to achieve variety in the provision of types of housing units subject to guidelines for the integration of different housing types; and, (c) the desire to recognize constraints imposed by existing infrastructure such as schools, water and sewer distribution systems and opportunities in the area such as views of the river valley or proximity to parks and open space.	District Planning Program: Area Redevelopment Plans	3.A.5, 17.B.4
Suburban Areas	5.C	It is the objective of Council: **To increase the permitted density of single family development in the suburbs and to improve the distribution of medium and high density housing, in particular in those areas which are annexed to the City.**		Policy Report # 5, 13.A.6

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is therefore the policy of Council that:		
Suburban Densities	5.C.1	The City will ensure that the density ranges, in terms of population per gross hectare and units per net hectare, proposed in an Area Structure Plan for a new suburban growth area, are sufficient to allow financially efficient operation of public services such as schools and public transit.	Area and Neighbourhood Structure Plans	
Heterogeneous Suburban Areas	5.C.2	The City will encourage the establishment of heterogeneous communities reflecting a balanced and integrated social structure by providing a variety of housing types and neighbourhoods, consistent with guidelines outlined in Chart 5.3.	Area and Neighbourhood Structure Plans	
Site Specific Definition of Density	5.C.3	The City will utilize the guidelines in Chart 5.4 in defining the relative degrees of density for the purpose of guiding development in new suburban growth areas.	Area Structure Plans; Land Use Bylaw	
Site Specific Definition of Density	5.C.4	The City will ensure compatible relationships or integration between different housing densities and forms in suburban growth areas by: (a) avoiding the juxtaposition of residential developments with significant differences in density, by using a gradual transition in housing form or open space; (b) creating homogeneous sub-neighbourhood units; (c) limiting the size of parcels and the length of street frontage used for multiple unit residential developments;	Area and Neighbourhood Structure Plans	2.A

Chart 5.3

Suburban Planning Units

AREA STRUCTURE PLAN	Minimum size of an Area Structure Plan should generally be 200 hectares (500 acres). The area should have the greatest extent of heterogeneity, as it is made up of the largest number of types of housing and other land uses. The Plan area as a whole will focus on facilities and services such as: commercial uses, secondary and post-secondary education,	district open space, social service offices; recreational, cultural, library, health and other institutional facilities. To reduce travel distance between home and place of work, and, thereby, traffic congestion throughout the city, Area Structure Plans should also focus on or be located in the vicinity of a substantial level of employment generating uses.	Area Structure Plan Bylaws
COMMUNITY	An area made up of approximately 5,000 homes or 13,000 - 15,000 people. This area will show less degree of heterogeneity than the overall district, but will still involve a significant variety of housing types and other land uses. Communities will focus on shopping and	secondary education facilities, community open space, and recreational facilities. Some employment generating uses may be planned for, in conjunction with the major commercial node in the community.	Area Structure Plan Bylaws
NEIGHBOURHOOD	An area representing approximately 1,000 - 2,000 homes and 4,000 - 6,000 people. A neighbourhood has less variety of housing types and block configurations than a community as a whole, however, some degree of heterogeneity is planned	for. Neighbourhoods will be centred around an elementary school, church site, and other community facilities and services. Neighbourhoods will also have a direct relationship to local commercial facilities.	Neighbourhood Plan
SUB NEIGHBOURHOOD	A sub-neighbourhood or precinct is an area comprised of approximately 50-150 homes and 150-450 people. Its housing types are homogeneous in nature. The	sub-neighbourhood will be based on a sub-collector roadway, have its own access, and identifiable boundaries.	Neighbourhood Plan/Subdivision Plan

Chart 5.4

Suburban Areas: Maximum Density and Building Form Guidelines for Suburban Residential Development

Predominant Characteristics	Maximum Density Units Per Net Residential Hectare	Maximum Height in Metres	Maximum F.A.R.
Low Density Single Family	33.3 (13.3)	10 (32.8)	—
Low Density Multiple Unit	42 (17)	10 (32.8)	—
Medium Density	125 (50.6)	14 (45.9)	1.0
High Density "Family"	225 (91)	23 (75.5)	1.25
High Density, "High Rise"	325 (131.5)	45 (147.6)	3.0

(No.) = Imperial Equivalent.

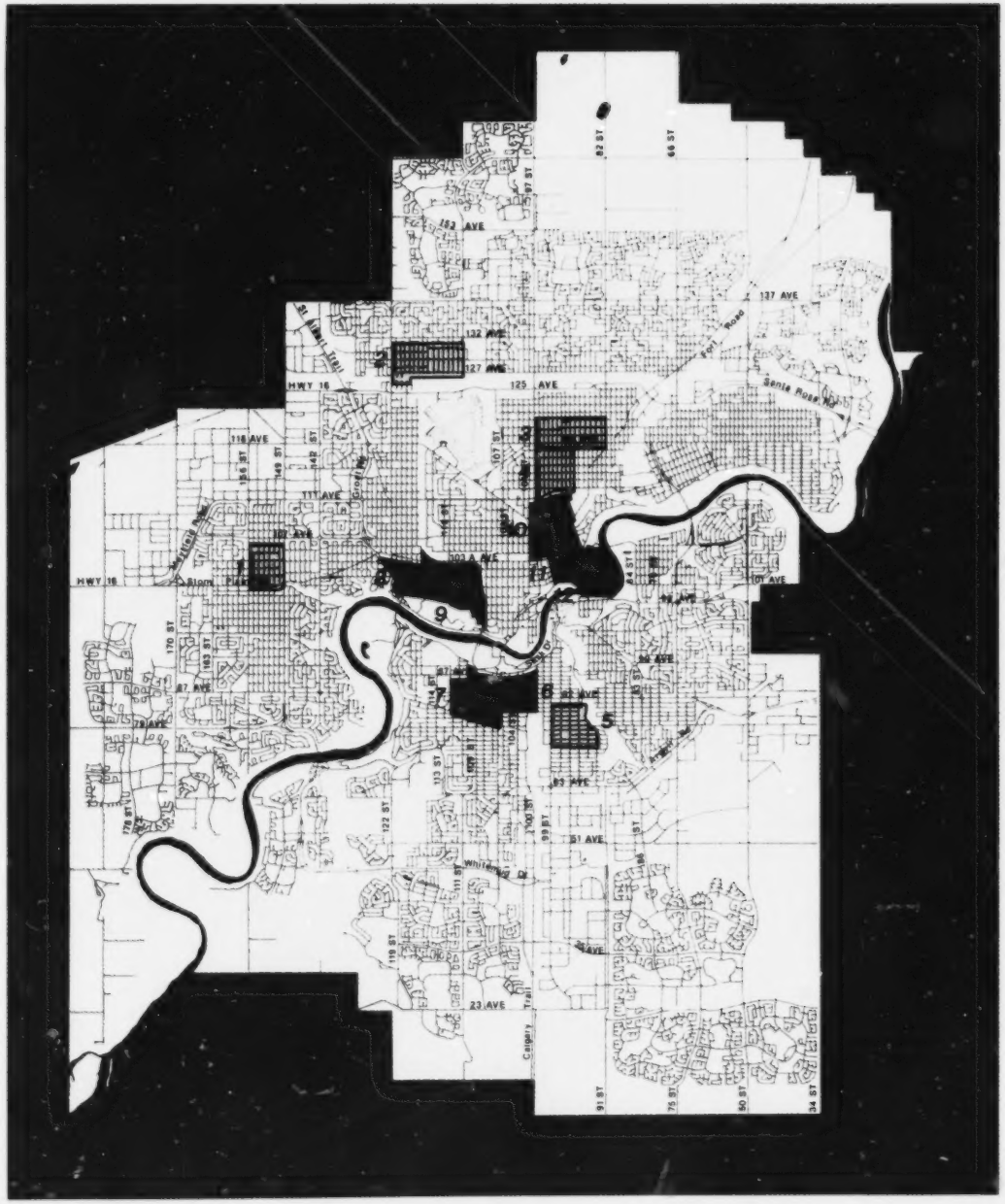
Note: The guidelines presented in this chart are not to be interpreted as benefits which should be received "as of right" under the Land Use Bylaw. Rather, the guidelines are intended mainly to provide direction to other Statutory Plans in establishing the nature of future development within neighbourhoods.

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(d) limiting the concentration of multiple unit developments adjacent to the central school park site;		
		(e) limiting the concentration of multiple unit developments adjacent to neighbourhood entrance ways; and,		
		(f) encouraging high density apartment development to locate at the periphery of neighbourhoods.		
Increase in Density of Single Family Housing	5.C.5	The City will permit increases in the density of suburban single family housing through increased use of two family housing, zero lot line housing, and planned unit residential developments.	Area and Neighbourhood Structure Plans; Land Use Bylaw	
Multiple Unit Housing Distributed Throughout Neighbourhood	5.C.6	The City will plan for the distribution of multiple unit residential developments with densities lower than 33 units per net hectare (13.3 units per net acre) throughout suburban neighbourhoods.	Area and Neighbourhood Structure Plans	
Concentrations of Higher Density Near Activity Centres	5.C.7	The City will, as part of the Area Structure Plan process, encourage the establishment of "density nodes" or concentrations of higher density residential development, adjacent to or as part of activity centres. Activity centres will be highly accessible by private automobile and public transit and, in particular, will be the location of major public transit transfer points and proposed commercial, retail and office development. The guidelines outlined in Policy 5.B.8 should be utilized in determining the nature of development in these areas.	Area Structure Plans	5.B.8, 8.A.3

		It is the objective of Council:		
Innovation/ Flexibility	**5.D.**	**To provide the development industry with greater flexibility and opportunity for innovation.**		Policy Report #5
		It is therefore the policy of Council that:		
Area Structure Plans/Neighbourhood Structure Plans	5.D.1	The City will give consideration to permitting Area Structure Plans to reflect increased flexibility in dwelling unit mix by undertaking the preparation of 5 year housing demand projection studies, indicating yearly production targets, as a basis for establishing the split for housing types. However, such flexibility should not be allowed to compromise objectives for the creation of heterogenous communities.	Real Estate and Housing: Area and Neighbourhood Structure Plans	
Land Use Bylaw	5.D.2	The City will prepare the Land Use Bylaw to reflect a basic thrust of increased flexibility, in such areas as increasing the ease of building zero lot line developments or compatible mixed use developments and decreasing the emphasis on regulation in favour of performance criteria related to overall planning objectives.	Land Use Bylaw	15.D.3, 17.D.4
		It is the objective of Council:		
Housing Costs	**5.E**	**To undertake changes in City actions or policies in order to slow down the rate of increase in housing costs.**		Policy Report #5

Municipal Standards	5.E.1	The City will provide for more flexible servicing standards in such areas as roadways, lot sizes and storm water systems in line with the recommendations of the Housing Task Force as approved by Council.	Land Development Coordination	9.D.1
Non-Contiguous Development	5.E.2	The City will consider proposals for non-contiguous development made at the time of application for amendments to Area Structure Plans through the Neighbourhood Structure Plan process, and/or subdivision approval, if the developer can demonstrate that the development will not result in any additional costs to the City or that the developer is prepared to assume the additional costs and that the developer agree to any design provisions which may be requested by City utility departments to ensure reliable service.	Neighbourhood Structure Plans; Land Development Coordination Servicing Program	9.C.2, 7.F.4
Development Industry Committee	5.E.3	The City will encourage the establishment of a Development Industry Liaison Committee to review mechanisms available to reduce housing cost.	General Municipal Plan Implementation Program	4.A.4
Annexation	5.E.4	The City will attempt to increase the supply of residential land within the city limits through annexation applications to the Local Authorities Board.	Annexation Application	1.B.1, 14.A
		It is the objective of Council:		
Servicing Efficiency	**5.F.**	**To explore means of increasing the efficiency of servicing through staging at a broad level.**		Policy Report #5

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is therefore the policy of Council that:		
Staging Through Sector Plans	5.F.1	The City will implement staging at a broad level through the preparation of sector plans as part of the District Planning process for lands annexed to the City, which would allow the more effective and efficient planning and programming of roadway, transit and other public services to future growth areas. These sector plans would require a financial analysis in advance of approval. Map 14.1 identifies those areas for which sector plans would be prepared upon annexation.	District Planning Program	9.C.1
		It is the objective of Council:		
Relationship of General Municipal Plan to Council Policies on Existing Plan Areas	5.G	**To maintain policies from existing neighbourhood plans until the policies of these plans would be reviewed as part of the District Planning Program.**		Policy Report #5, 3.A.1
		It is therefore the policy of Council that:		
Review of Plans	5.G.1	The City will review plans prepared and approved for the following areas, outlined on Map 5.2, during the preparation of the District Plans: Canora Alberta Avenue Eastwood Norwood Ritchie Calder Riverdale Strathcona Oliver Garneau Boyle Street McCauley Groat Estate	District Planning Program	3.A.5



NEIGHBOURHOOD IMPROVEMENT PROGRAM

1. CANORA
2. CALDER
3. ALBERTA AVENUE/EASTWOOD
4. NORWOOD
5. RITCHIE

COMMUNITY PLANS

- STRATHCONA
- GARNEAU
- GROAT ESTATE
- OLIVER
- McCAULEY
- BOYLE STREET
- RIVERDALE

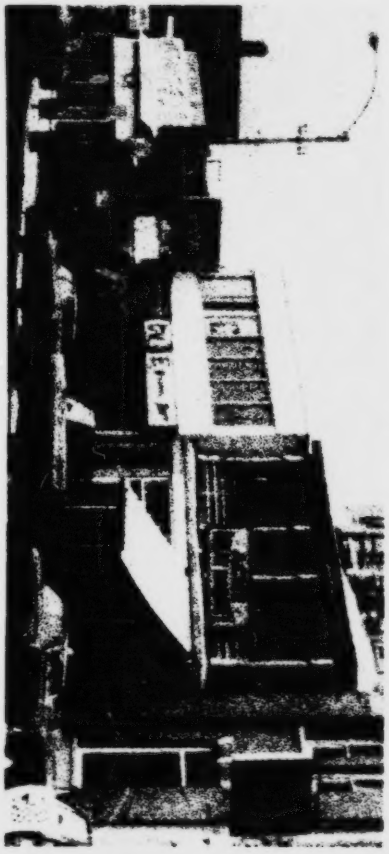
MAP 5.2
AREAS AFFECTED BY RECENT PLANNING PROGRAMS

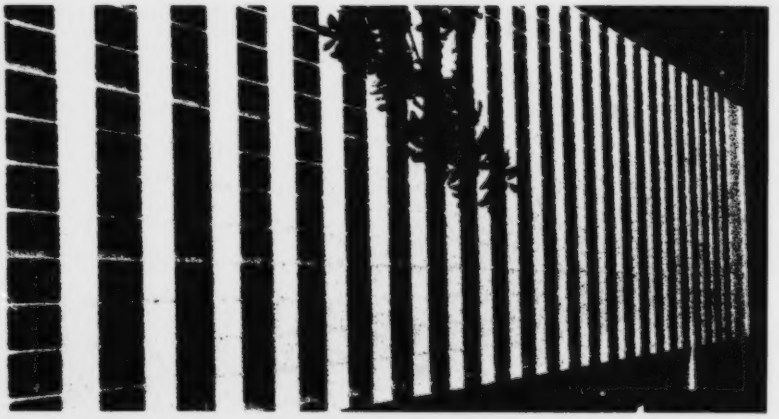
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Approved Suburban Area Plans	5.G.2	The City will support the implementation of Outline Plans and Area Structure Plans approved prior to the enactment of the Edmonton General Municipal Plan until the completion of the initial conversion from rural to urban usage, unless amendments are inititated by the owners and/or developers.	Land Use Planning Programs	
		It is the objective of Council:		
Community Housing	**5.H**	**To endeavour to provide housing assistance for low income singles, families, and senior citizens.**		Policy Report #5
Fair-Share Distribution	5.H.1	The City will provide, within the limits of its financial resources, community housing on the basis of an equitable "fair share" distribution throughout the city in accordance with the location of demand.	Real Estate and Housing	
Housing Demand Projections	5.H.2	The City will undertake to prepare 5 year housing demand projection studies, indicating yearly production targets, as a basis for assisting in the identification of community housing needs and the location of such.	Real Estate and Housing; Area Structure Plans	
Suburban Areas	5.H.3	The City will continue to acquire land in suburban areas for the purpose of developing community housing for both the elderly and lower-income households in accordance with projected demand.	Real Estate and Housing; Area Structure Plans	
Inner City Areas	5.H.4	The City will endeavour to obtain suitable sites for community housing porjects in the inner city areas on the basis of the location of demand.	Real Estate and Housing	

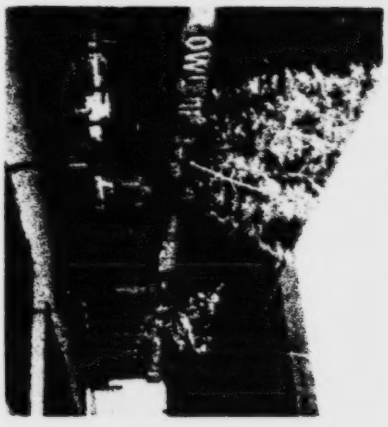
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Private Sector	5.H.5	The City will encourage the provision of community housing in developments undertaken by the private sector through senior government housing programs such as the Core Housing Incentives Program.		
Community Housing Location Guidelines	5.H.6	The City will, in the process of preparing and/or approving statutory plans, recommend sites for community housing projects for various population groups, according to the following guidelines: (a) Senior Citizens: i) pedestrian access within one to two blocks of frequent, daily public transit service; ii) pedestrian access to convenience retail outlets such as grocery stores, drug stores, post offices, and banks, as well as direct access by public transit to low cost restaurants and entertainment facilities; iii) pedestrian access or direct (non-transfer) access by public transit to community facilities such as medical services, branch libraries, churches, and senior citizen centres; iv) pedestrian access within one or two blocks of parks and open spaces, which have features such as seating areas, and high visibility from surrounding uses or streets;	District Planning; Area Redevelopment Plans; Area Structure Plans	3.A.5, 17.B.4, 17.C.5

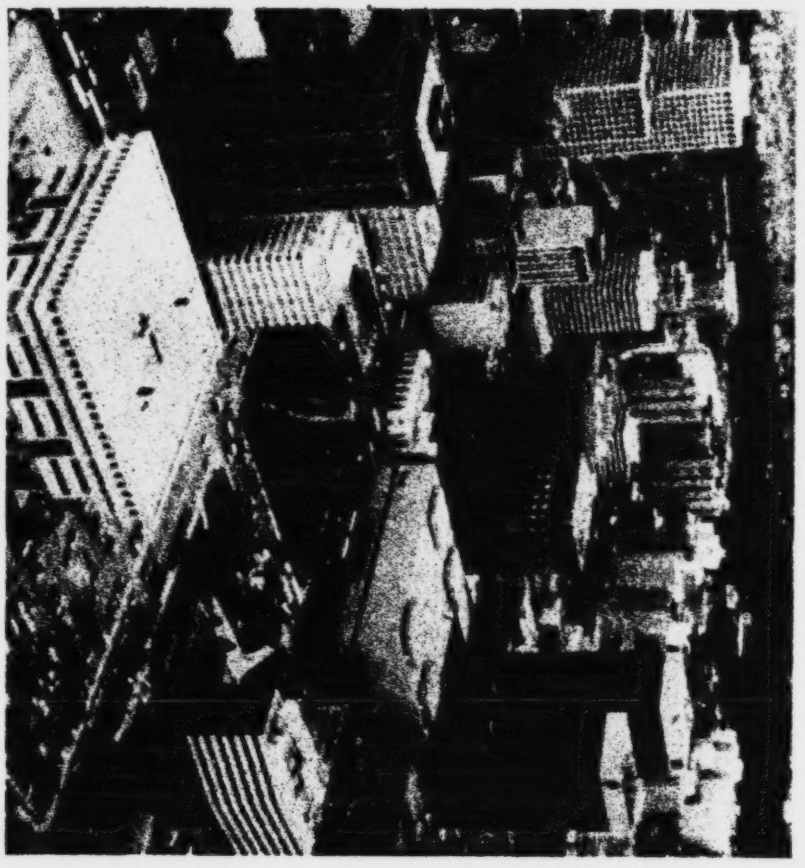
Subject	Reference No.	Objectives and Policies	Programs	Cross References
		v) a safe social and physical environment, a relatively low crime rate, casual surveillance from pedestrian traffic and removed from industrial and commercial offices areas; and, vi) such other guidelines as Council deems necessary from time to time. (b) Families (low-income households): i) as much as feasible, subsidized housing developments should be less than 1 hectare in size or occupying a total block or isolated parcel of a larger size, and no more than 1 project located in any particular sub-neighbourhood; ii) pedestrian access within three blocks of public transit services, convenience retail outlets, and community facilities; and, iii) such other guidelines as Council deems necessary from time to time.		
Integration of Community Housing	5.H.7	The City will ensure that the design of community housing projects achieves an integration between the community housing project and the surrounding residential neighbourhood by implementing the following guidelines: (a) the size of community housing land parcels shall be limited to 1 hectare in size or larger sites where a total block or isolated lot is selected;	Area Redevelopment Plans; Area Structure Plans; Land Use Bylaw	

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(b) the scale of the community housing land project should be compatible with existing development in the neighbourhood or development which is allowed by the Land Use District adjacent to the project;		
		(c) the architectural style of the development, choice of materials and colours should relate to the established character of the neighbourhood;		
		(d) on site amenities such as tot lots and multiple use indoor and/or outdoor recreational facilities for all age groups should be provided on the site; and,		
		(e) sufficient parking space should be provided on the site of the project.		









INTRODUCTION

The Plan's strategy for commercial development covers both office and retail uses. It combines new policies and established practices in order to promote a pattern of commercial development which will not only minimize the immediate and obvious problems which can result from commercial development, but will also reinforce the other components of the overall growth strategy.

The Objectives and Policies in this section of the Bylaw will fall into two groups. Objectives 6.A, 6.B, and 6.C deal with general principles applicable throughout the city regarding office development, retail development and land use conflicts respectively. Objectives 6.D to 6.I deal with the application of these general principles in specific types of areas, such as shopping centres or the Downtown.

The major innovations of the Plan come in four areas. The first innovation is to promote a moderate degree of office decentralization (Objective 6.A). The second innovation, which is strategically related to the first, is a policy promoting the integration of downtown office development with retail space, housing and other uses (Objective 6.D). Thirdly, the strategy involves more careful review of the location and design of major shopping centres in order to promote the development of multi-purpose suburban Town Centres (Objective 6.E). Finally, the strategy provides for the creation of employment nodes to accommodate decentralized office growth (Objective 6.F). To complement the four major innovations, the strategy refines and pulls together existing planning practices in five policy areas: distribution of retail development (Objective 6.B), minimization of land use conflicts (Objective 6.C), commercial strip development in older areas (Objective 6.G), highway commercial development (Objective 6.H), and commercial development in industrial areas (Objective 6.I).

Subject	Reference No.	Objectives and Policies	Program	Cross References
		It is the objective of Council:		
Balanced Distribution of Office Development	6.A	**To accommodate and encourage a balanced distribution of office development in the Downtown and at other multi-purpose sub-centres which are easily accessible by both public transit and private automobile, and at which complementary commercial uses exist or can be developed.**		Policy Reports #2 and #6, 5.A
		It is therefore the policy of Council that:		
Creating Opportunities in the Suburbs	6.A.1	The City will promote a pattern of office growth in which the total amount of office floor space in the Downtown area will continue to increase, but the Downtown's share of total office space in the city will decline gradually over time. The City will not set precise targets for office development in the Downtown or in any other area, but will:		6.E, 6.F
		(a) co-ordinate its planning activities in such a way as to provide more opportunities for office development at suitable locations in the suburbs, as illustrated in Map 6.1; and,	District Planning Program	
		(b) apply policies which ensure that, over the long run, office development in the Downtown is balanced by the development of housing, shopping and entertainment.	Downtown Planning Program	
Locational Principles for Uncentralized Development	6.A.2	The City will manage and direct uncentralized office growth so that its benefits will be maximized and its problems minimized.	District Planning Program; Area Structure Plans	6.E.1(c), 6.F.3, 8.A.3

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(a) uncentralized growth will be directed, as much as possible, to locations which have high accessibility not only by private automobile but also by public transit, preferably express bus routes or Light Rail Transit lines;		
		(b) uncentralized growth will be concentrated in suburban clusters or sub-centres of sufficiently high density that amenities and shopping opportunities can be provided; and,		
		(c) uncentralized growth will be directed to locations with good connections to the Downtown by roadway and transit, so that functional linkages may be developed with downtown businesses as well as with clients in nearby industrial and/or residential areas.		
Town Centres	6.A.3	The City will use the Town Centre concept, as described in Policy 6.E.1, to accommodate the maximum amount of office growth which can be attracted to these centres.	Area Structure Plans	4.A.4, 6.E.1(a)
Employment Centres	6.A.4	In addition to promoting Town Centres, the City will encourage the development of intensive mixed-use employment nodes at Light Rail Transit Stations and other locations outside the Downtown, subject to guidelines as described in Section 6.F.	Development Review	6.F
Existing Shopping Centres	6.A.5	The City will encourage the intensification of existing regional shopping centres through the addition of office space, in preference to major expansion of the retail floor area.	Development Review	

CENTRAL BUSINESS DISTRICT

Highest intensity of office development in accordance with Downtown Plan.

OUTLINE PLAN AREA TOWN CENTRES

Site for major office component (10,000 sq. m. or more) in accordance with existing plans

Potential site for major office component (10,000 sq. m. or more), depending upon recommendation of Area Structure Plan or Sector Plan.

Site for minor office component (less than 10,000 sq. m.) in accordance with existing plans.

L.R.T. STATION AREAS

Office development at the initiative of the private sector in accordance with Area Redevelopment Plans.

EXISTING REGIONAL SHOPPING CENTRES

Option of adding office space, at the initiative of the private sector, but in accordance with zoning requirements or performance standards.

COMMERCIAL STRIPS

Office development in accordance with commercial strip policies.

AS AMENDED BY: BYLAW 6160

MAP 6.1 OFFICE DISTRIBUTION STRATEGY

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Identification of Other Locations	6.A.6	Additional locations for local employment concentrations in the inner city may be identified through the District Planning Program	District Planning Program	5.B.5
Incentives for Office Decentralization	6.A.7	The City will endeavour to identify possible incentives for office decentralization, through ongoing liaison with the Development Industry Liaison Committee and other interested groups.	General Municipal Plan Implementation Program	4.A.4
Provincial Government Decentralization	6.A.8	The City will advise the Provincial Government of the City's strategy regarding office distribution and encourage the Provincial Government to assist in implementing this strategy.	General Municipal Plan Implementation Program	
Municipal Decentralization	6.A.9	The City will implement decentralization of some of its functions in accordance with the Human Services Delivery System and the District Planning Program.	Real Estate and Housing (Property Management)	
		It is the objective of Council:		
Emphasis on Planned Commercial Areas	**6.B**	**To encourage the concentration of new suburban retail facilities in planned shopping centres and commercial districts.**		Policy Report #6
		It is therefore the policy of Council that:		
Limited Retail Development in Industrial and Residential Land Use Districts	6.B.1	Retail uses in industrial and residential land use districts under the Land Use Bylaw will be restricted as follows: (a) general retail uses will not be included in the schedule of permitted uses for any of the residential or industrial land use districts in the Land Use Bylaw:	Land Use Bylaw	7.C

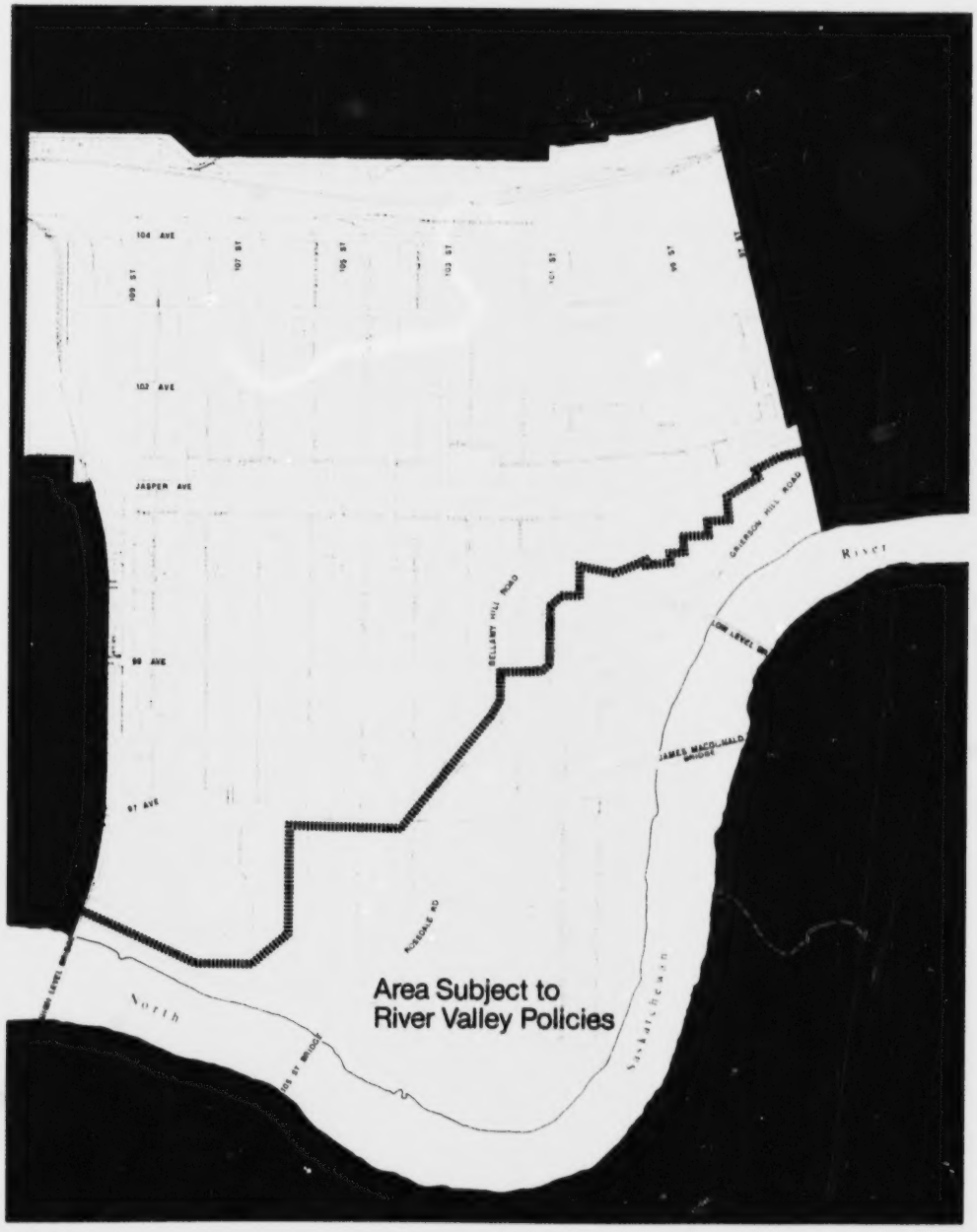
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(b) where general retail uses are included in the schedule of discretionary uses for residential land use districts, these will be limited to establishments serving the daily shopping needs of residents of the immediate surrounding area, with maximum floor areas as specified in the Land Use Bylaw; and,		
		(c) where retail, office, or service commercial uses are included in the schedule of permitted or discretionary uses in an industrial land use district, these will be limited as specified in Sections 6.I and 7.C.		6.I, 7.C
Commercial Redistricting	6.B.2	No application to redistrict (rezone) a property from a non-commercial land use district to a commercial land use district, or to redistrict (rezone) to a more intensive commercial land use district will be approved unless:	Land Use Bylaw; Development Review	
		(a) the policy basis for this change has been established through the General Municipal Plan or an Area Redevelopment Plan or Area Structure Plan; or,		6.G.3
		(b) the application is for neighbourhood commercial services intended to serve the daily shopping needs of the residents in the immediate vicinity.		
Minimizing Negative Impacts of Commercial Land Use	6.C	It is the objective of Council: **To ensure that the negative impacts of commercial development on adjacent neighbourhoods are minimized.**		Policy Report #6

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is therefore the policy of Council that:		
Design Guidelines	6.C.1	Where detailed guidelines have not been set out as part of an approved Area Redevelopment Plan or Area Structure Plan, the City will have regard to the following considerations in reviewing proposals for commercial development: (a) commercial development sites should be located on arterial or collector roads to prevent the generation of traffic on local streets, but vehicular access to the site should not be directly from a major arterial, in order to prevent conflict with through traffic; (b) adequate parking should be provided on site to accommodate the peak demand in an average week; (c) in the case of sites adjoining existing or proposed residential developments, regulations regarding the permitted and discretionary uses should be formulated in such a way as to screen out uses which are likely to have a negative impact upon the adjoining residential areas by virtue of noise, traffic generation or unsightly appearance; (d) the height of buildings should be kept low or stepped down towards the edge of the site to ensure that the building height near the edge of the site does not exceed the height of any residential buildings on properties adjacent to or across from the commercial site;	District Planning Program: Area Redevelopment Plans; Area Structure Plans	6.E.6, 6.F.4

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(e) it is desirable that adequate screening and/or landscaping be provided around the edges of the site to ensure that the view from any neighbouring dwellings does not face directly onto the backs of the commercial buildings; and,		
		(f) it is preferable that loading areas be located as far away from any neighbouring dwellings as possible.		
		It is the objective of Council:		
Balanced Downtown Development	**6.D**	**To promote the development of a vibrant, diverse and balanced Downtown, including substantial quantities of housing and an exemplary standard of urban design, while maintaining the importance of the Downtown as the predominant commercial, administrative and cultural centre of the Region.**	District Planning: Downtown Planning Program	5.A, 8.C
		It is therefore the policy of Council that:		
Commercial Development Adjacent to Downtown	6.D.1	The City will encourage the concentration of intensive downtown commercial development within the boundary defined generally by 109 Street on the west, 105 Avenue on the north, 97 Street on the east, and the top of the bank of the North Saskatchewan River Valley on the south, and will provide for the development of transitional areas with an emphasis on housing outside and adjacent to the western, northern and eastern boundaries such that:	District Planning: Downtown Planning Program	5.A.2, 5.A.4, 5.G.1, 6.D.8

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(a) the intensity of development, the height of buildings and the proportion of floor space devoted to office uses generally declines with distance from the Downtown boundary described above, unless otherwise specified in an Area Redevelopment Plan; (b) the maximum density within the transition area (i.e.- that which is permitted on parcels adjoining the Downtown boundary) approaches but does not equal the density permitted in the nearest adjoining area of the Downtown; (c) the depth of the transition area and the density of development permitted on those parcels within the transition area furthest away from the Downtown are consistent with the objectives and guidelines of any applicable Area Redevelopment Plan; or, in the absence of such a Plan, with the character of existing development; and, (d) development in the transition area is consistent with any special planning objectives identified for any part of the transition area in an approved Area Redevelopment Plan.		
Downtown Planning Area	6.D.2	The Downtown Commercial Development area defined in Policy 6.D.1 is shown in Map 6.2. (Bylaw 6202)	Downtown Planning Program	

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Downtown Housing	6.D.3	The City will encourage development of housing in the Downtown Commercial Development area as defined in Policy 6.D.1 and will provide meaningful incentives for construction of such housing. (Bylaw 6202)	Downtown Planning Program	5.A.1
	6.D.4	Deleted. (Bylaw 6202)		
	6.D.5	Deleted. (Bylaw 6202)		
Urban Design Guidelines	6.D.6	The City will introduce urban design guidelines for use in reviewing development applications in the Downtown area.	Downtown Planning Program	6.D.7, 15.C
Retail Activity at Street Level	6.D.7	The land use regulations and urban design guidelines employed in the Downtown area will give high priority to preserving the continuity of street oriented retail uses as the principal public spaces.	Downtown Planning Program; Land Use Bylaw	6.D.6, 15.C.1
Redevelopment of Railway Lands	6.D.8	The City will, as long-range policy, encourage the redevelopment of the downtown railway yards of the Canadian National and Canadian Pacific Railways for a mixture of more intensive urban uses in accordance with the following general guidelines: (a) the railway lands should be redeveloped on a comprehensive basis under the direct control provisions of the Land Use Bylaw and in conformity with the objectives and guidelines of the Downtown Area Redevelopment Plan;	Development Review	5.A, 6.D.1, 17.D.5(b)



BOUNDARY BETWEEN DOWNTOWN AREA REDEVELOPMENT PLAN AND BEGINNING OF TRANSITIONAL DEVELOPMENT AREAS AS PER POLICY 6.D.1.

Note Future development regulations within this area to be established by Downtown Area Redevelopment Plan

AS AMENDED BY: BYLAW 6202

MAP 6.2
DOWNTOWN PLANNING BOUNDARIES

Subject	Reference No.	Objectives and Policies	Program	Cross Reference

(b) the type(s), density and design of land uses and structures should be such that when redevelopment is completed, the new development blends successfully with existing areas on both sides of the redevelopment and in particular:

i) the type and intensity of redevelopment on those portions of the railway lands shown in Map 6.2 should be part of the gradual decrease of intensity from the core of the Downtown; the intensity of development on these lands should approach but not equal the density on the lands to the south and east; and,

ii) the type and intensity of redevelopment on that portion of the Canadian National rail yards situated west of 111 Street should be compatible with development in the adjoining areas of Oliver and Queen Mary.

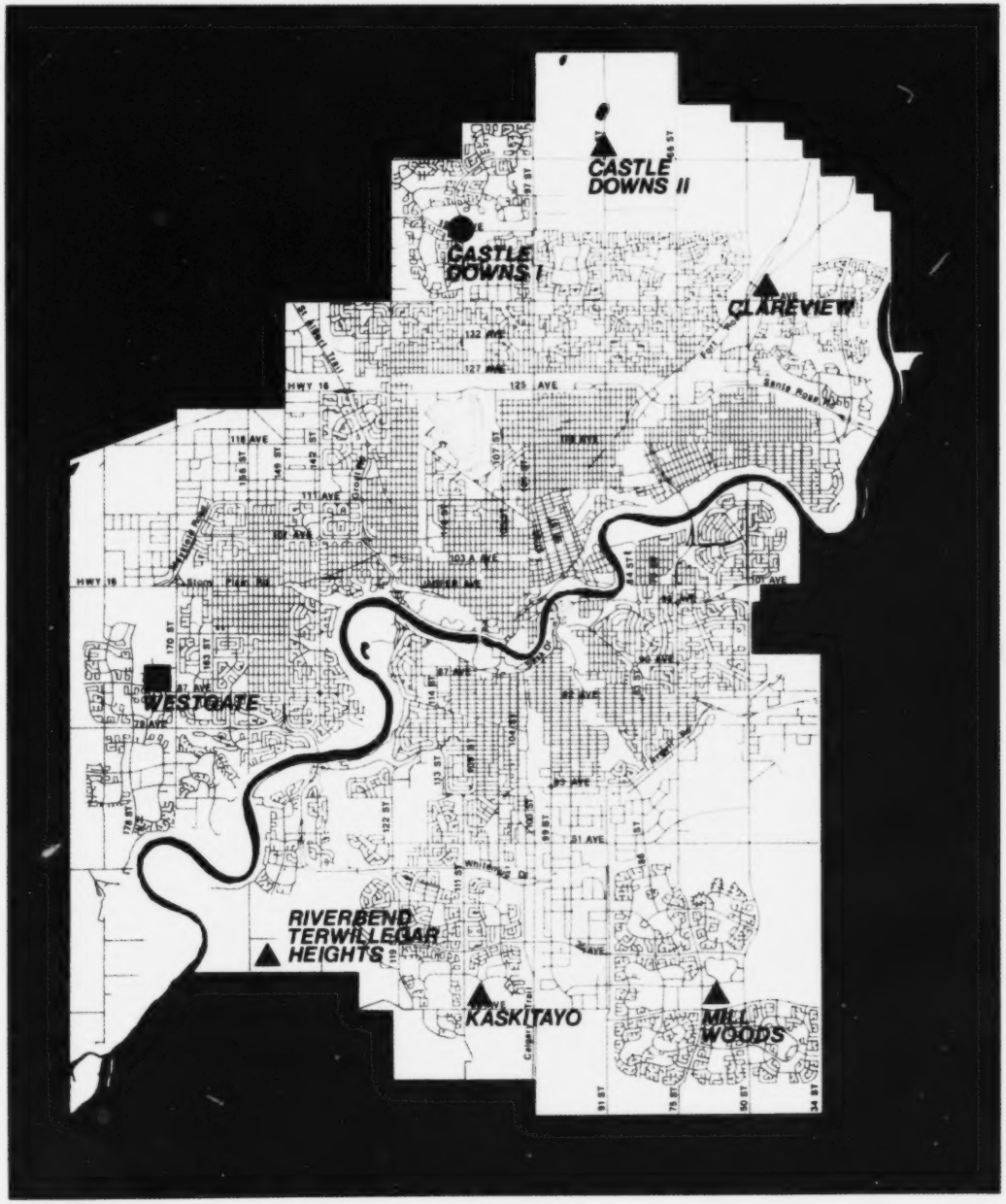
(c) the redevelopment of the railway lands should increase vehicular and pedestrian accessibility to and from the Downtown by providing extensions of selected roadways in such a manner that a normal building-to-street relationship is maintained;

(d) the redevelopment of the railway lands should include a major component of housing for a broad range of small households;

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(e) the redevelopment of the railway lands should include a component of commercial uses mainly along the primary streets and in areas in close proximity to existing commercial concentrations;		
		(f) the redevelopment of the railway lands should include local and regional retail uses at grade level along 109 Street and 104 Avenue east of 109 Street;		
		(g) the redevelopment should provide a variety of development forms and tenure;		
		(h) each phase of the redevelopment should provide satisfactory residential, street and park environments;		
		(i) the redevelopment should provide accessible, consolidated parks and open space for local as well as the general Downtown and adjacent area population;		
		(j) the redevelopment should provide for the extension of the Light Rail Transit network along both the C.N. and C.P. rail alignments; and,		
		(k) the internal circulation network on the redeveloped parcel should provide convenient access to the transit system, as well as safe, convenient and aesthetically pleasing routes to, within, and through the redeveloped lands for pedestrians and cyclists.		

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Promotion of Town Centres	6.E	**To promote the development of planned mixed-use Town Centres in the suburbs.**		Policy Report #6, 6.A.1
		It is therefore the policy of Council that:		
Town Centre Concept	6.E.1	The City will encourage the development of planned Town Centres in new suburban areas according to the following guidelines:	District Planning Program	
Mixture of Uses		(a) a planned Town Centre will combine the following uses and facilities: i) a regional shopping centre; ii) a significant office component which provides services for households in the surrounding residential areas and also accommodates, contingent upon market demand, general office uses serving households and corporate clients from a larger area; iii) a substantial amount of housing, consisting primarily of apartment and row housing units; iv) landscaped outdoor areas including a large park and/or smaller amenity areas; and, v) a transit centre which acts as a focus for local feeder bus routes and provides direct connections to the Downtown and/or other major activity centres by Light Rail Transit, trolley or express bus routes		6.A.3

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Advance Planning		(b) Town Centres will be developed according to site plans which: i) are prepared and approved before the commencement of construction; and, ii) allow for the intensification of development on the Town Centre site to accommodate additional residential and/or office development in the future.		
Locational Guidelines		(c) Town Centres will be appropriately spaced in order to ensure the viability of their retail facilities and transit centres, and the location for each Town Centre will have to be approved through an Area Structure Plan or amendment.	Area Structure Plans	6.A.2, 8.A.3
Existing Town Centre Proposals	6.E.2	The City will encourage the developers of the proposed Westgate, Kaskitayo, Riverbend, Mill Woods, Clareview and Castle Downs II centres to develop their projects in a manner consistent with the Town Centre concept, and to make provision for the maximum possible amount of office space.		
New Regional Shopping Centres	6.E.3	The City will encourage private developers interested in developing new regional shopping centres to choose sites within Town Centre locations designated in Outline Plans or Area Structure Plans and to prepare site plans which are consistent with the Town Centre concept.		



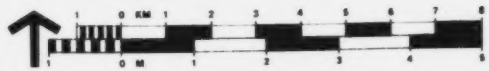
▲ PLANNED TOWN CENTRE including regional - order shopping mall

■ REGIONAL - ORDER shopping mall serving some TOWN CENTRE functions

● PLANNED TOWN CENTRE - with smaller retail facility

This map represents a broad and conceptual illustration of the desired locations for Town Centres. It is not intended to provide site specific direction to land use regulation mechanisms.

MAP 6.3
TOWN CENTRE LOCATIONS



Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Evaluation of New Regional Shopping Centre Proposals	6.E.4	The City will require that any application for redistricting (rezoning) to permit the development or expansion of a regional shopping centre be accompanied by an economic impact statement which: (a) describes the anticipated trade area to be served and the range of goods and services to be offered by the proposed centre; (b) discusses the probable impact of the proposed development upon existing commercial areas and upon the feasibility of other proposed developments; (c) discusses the relationship of the proposed regional shopping centre to the Town Centre Concept; and, (d) meets any additional requirements which may be set by City Council.	Land Use Bylaw: Development Review	17.D.6
Maintaining Viability of Existing or Planned Centres	6.E.5	If an application is received for redistricting (rezoning) to permit the development or expansion of a regional shopping centre in a location where it could undermine the viability of a regional shopping centre provided for in a Residential Outline Plan or Area Structure Plan, the application will not be approved until and unless the Residential Outline Plan or Area Structure Plan has been amended.	Development Review	5.G.2
Development Guidelines for Town Centres	6.E.6	In reviewing proposed Area Structure Plans or amendments, and redistricting (rezoning) and development applications in connection with Town Centres, the City will have regard to the following considerations:	Development Review	6.C.1, 15.B.5, 15.C.2

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(a) circulation on the Town Centre site should be planned in such a way that no through traffic crosses the site and pedestrians do not have to cross any roadways of a collector or arterial standard in order to walk between the different components of the Town Centre: and,		
		(b) the use of multi-storey buildings and parking garages is appropriate provided that:		
		i) visual intrusion and overshadowing of adjacent properties is minimized:		
		ii) the capacities of the transportation links serving the centre are not overtaxed:		
		iii) the parking spaces provided in the centre are sufficient to meet peak demand in an average week:		
		iv) all residential units are afforded adequate sunlight, ventilation and amenity areas:		
		v) the buildings in the centre do not cause wind tunnelling or other undesirable micro climatic effects: and,		
		vi) the building facades along major pedestrian circulation routes are human in scale and the overall massing of buildings on the site is conducive to pedestrian circulation both during and after business hours.		

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Town Centre Locations in Annexed Areas	6.E.7	In any areas which are annexed by the City in future, consideration will be given to the full range of alternative locations for new Town Centres, including sites which offer proximity to commercial and office development, as well as residential communities.	District Planning Program	14.A.2
		It is the objective of Council:		
Employment Nodes Outside Downtown	**6.F**	**To encourage the development of medium to high intensity employment nodes at appropriate locations outside the Downtown.**		6.A.1, 6.A.4, 7.C.1, 15.B.5
		It is therefore the policy of Council that:		
Redistricting Individual Parcels	6.F.1	The City will provide for the redistricting (rezoning) of some individual parcels outside the Downtown for medium to high intensity office developments with secondary retail and housing components, subject to the guidelines described below.	Development Review	
Mixture of Uses	6.F.2	The desired mixture of uses for medium to high intensity employment nodes outside the Downtown, other than planned Town Centres, will be as follows: (a) the commercial floorspace is to consist primarily of office space; (b) the retail component is to be secondary in nature, consisting primarily of establishments oriented to the personal needs of the office employees and the lower-order shopping needs of any nearby residential areas; and,		

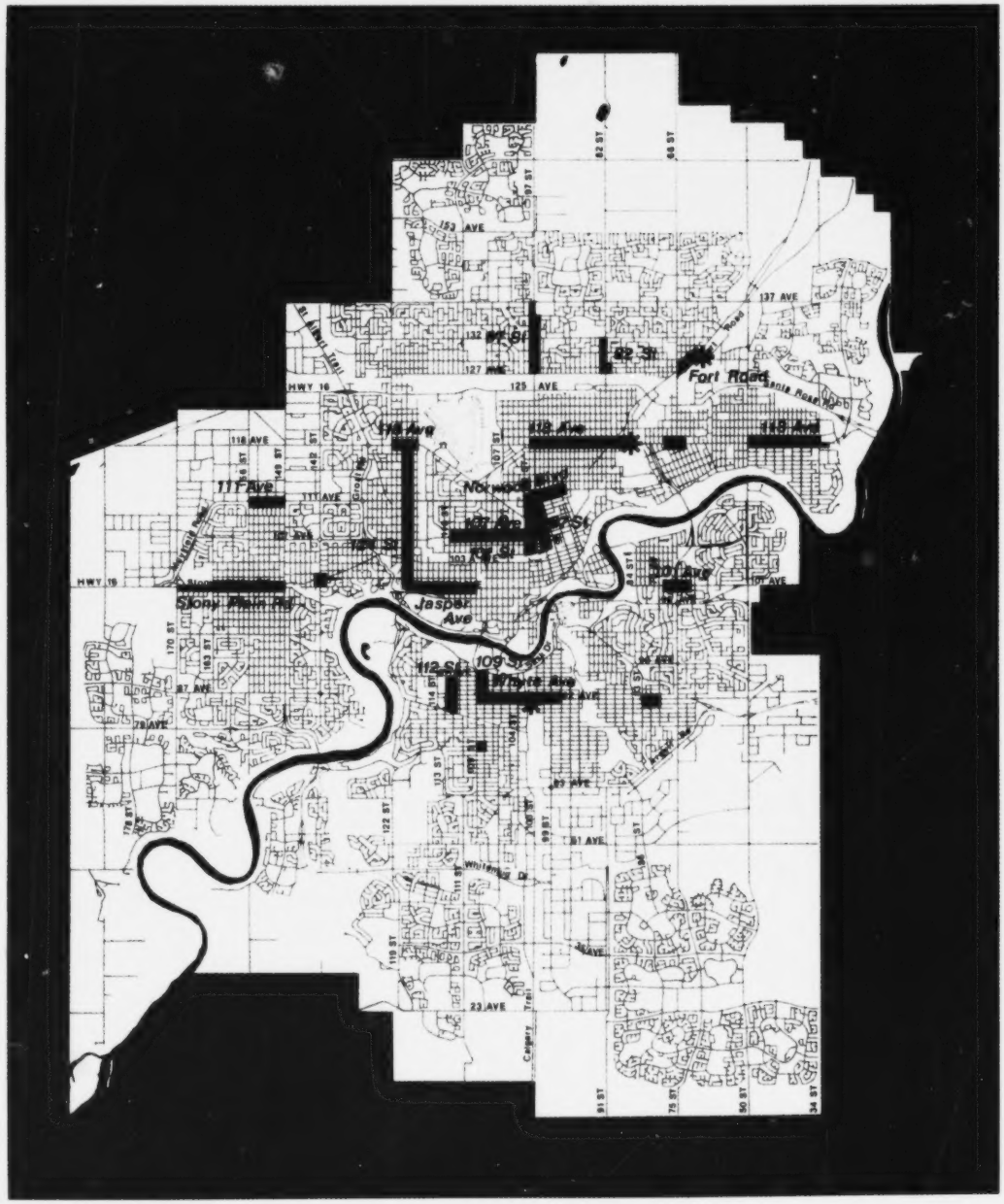
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(c) incorporation of housing units in the project(s) is to be permitted and encouraged in cases where the surrounding area offers a suitable environment for residential development.		
Locational Requirements	6.F.3	The development of medium to high intensity office nodes outside the Downtown, other than planned Town Centres, will be subject to all of the following locational requirements: (a) accessibility by transit: the proposed development must be within five minutes walk of an approved transit centre or a potential L.R.T. station along one of the alignments approved in principle by City Council for long-term extension of the L.R.T. network, with the feasibility of a station to serve the proposed development to be assessed in detail by the City at the time of application; (b) accessibility by automobile: the proposed development must abut an arterial or collector roadway which: i) provides access to the proposed development, either directly or via a service road; and, ii) has sufficient capacity to accommodate the traffic generated by the proposed development.	Development Review	6.A.2, 7.C.1, 8.A.3

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(c) proximity to shopping facilities: the proposed development should either include, or be within a five-minute walking distance of a secondary commercial node which offers such services as a convenience store, restaurant(s), and personal service establishments.		
Design Guidelines	6.F.4	The development of medium to high intensity office nodes outside the Downtown, other than planned Town Centres, will be subject to the following design guidelines: (a) the developer should be given the maximum possible opportunity to develop the site intensively, but the following constraints will apply, unless relaxed by an Area Redevelopment Plan or Area Structure Plan: i) visual intrusion and overshadowing of any residential development in the vicinity is minimized; ii) the capacity of the roadways serving the proposed development must not be over taxed; iii) the parking spaces provided in the proposed development must be adequate to meet peak demands in an average week; and, iv) the structures in the proposed development must not cause wind tunnelling or other undesirable micro-climatic effects.	Development Review	6.C.1, 15.B.5, 15.C.2

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(b) the use of buildings over three floors and parking structures is appropriate where the constraints enumerated in (a) can be met;		
		(c) attractively landscaped outdoor amenity areas should be provided for the use of the employees and (if applicable) the residents of the project;		
		(d) if housing is included in the project, provisions should be made for separate access to the residential component of the project and for a sidewalk or walkway connection to adjoining residential or recreation areas; and,		
		(e) if the proposed development abuts properties which are, or could be, developed for residential or commercial (i.e. non-industrial) uses, the layout of walkways and retail facilities in the proposed development should facilitate and encourage pedestrian movement between the properties.		
Procedural Requirements	6.F.5	Approval for the development of a medium to high intensity office node which is outside the Downtown but is not part of a planned Town Centre will be contingent upon the approval or amendment, as the case may be, of an Area Redevelopment Plan, Area Structure Plan or Outline Plan.	Development Review	

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Commerical Strip Areas	**6.G**	**To stabilize, consolidate, and improve established strip commercial areas, and accommodate a wide variety of commercial activities having due regard to the maintenance of the character and amenities of adjacent residential areas. (Bylaw 6160)**		Policy Report #6
		It is therefore the policy of Council that:		
Land Uses in Commercial Strip Areas	6.G.1	Land use regulations for strip commercial areas will permit a wide variety of retail stores, service establishments, and offices, provided that the following uses may be subject to prohibition or discretionary review: (a) uses which are likely to generate noise and/or attract large volumes of automobile traffic; (b) uses which require on-site outdoor storage of goods or vehicles; and, (c) businesses of a type which, as they become more firmly established, are likely to require sites larger than those which can be provided in older commercial strips.	Land Use Bylaw	
Areas Requiring Area Redevelopment Plans Prior to Change	6.G.2	On commercial strips designated in Map 6.4 as strips on which the existing extent and intensity of commercial development is to be maintained, no property will be redistricted (rezoned) to a commercial land use district except on the basis of an Area Redevelopment Plan.	Land Use Bylaw; Area Redevelopment Plans	

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Areas of Limited Expansion	6.C.3	On commercial strips designated accordingly on Map 6.4, limited increases in the extent and intensity of commercial development will be permitted in accordance with the following guidelines: (a) properties situated on the shopping street, which do not lie within a commercial land use district, may be redistricted (rezoned) to a commercial land use district, provided that the depth of the new commercial property does not exceed the prevailing lot depth of the area; and, (b) the maximum permitted intensity of development shall be governed, except at the northwest corner of 124 Street and 102 Avenue, by the following considerations: i) the height of the buildings shall be kept low or stepped down so that the building height at the edge of the site shall not exceed the height of any adjoining residential development; and, ii) off-street parking, access, and landscaping shall be provided to the satisfaction of the City. (Bylaw 6160)	Land Use Bylaw: Area Redevelopment Plans	6.B.2(a)
Assisting Private Sector Initiative	6.C.4	The City will encourage and facilitate the efforts of any merchants' association to improve the streetscape and/or parking in a strip commercial area through the creation of a business improvement area, with the cost of improvements being recovered through a Local Improvement Assessment.	Area Redevelopment Plans; C.P.P.O. Coordination of Capital Budget	15.C.8

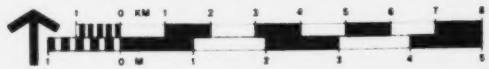


- AREAS SUITABLE FOR LIMITED INCREASES IN EXTENT AND INTENSITY OF COMMERCIAL DEVELOPMENT IN ACCORDANCE WITH POLICY 6.G.3
- AREAS IN WHICH THE PERMITTED INTENSITY AND EXTENT OF COMMERCIAL DEVELOPMENT SHOULD REMAIN AS IS
- * INTEGRATION OF COMMERCIAL STRIP AND L.R.T. STATION AREAS

Commercial strips not indicated on this map will be deemed to be included in the list of commercial strips in which the extent and intensity of development will be maintained at existing levels.

Commercial strips in industrial areas and highway entrance corridors are dealt with in other sections of the Plan.

MAP 6.4
COMMERCIAL STRIP POLICY AREAS

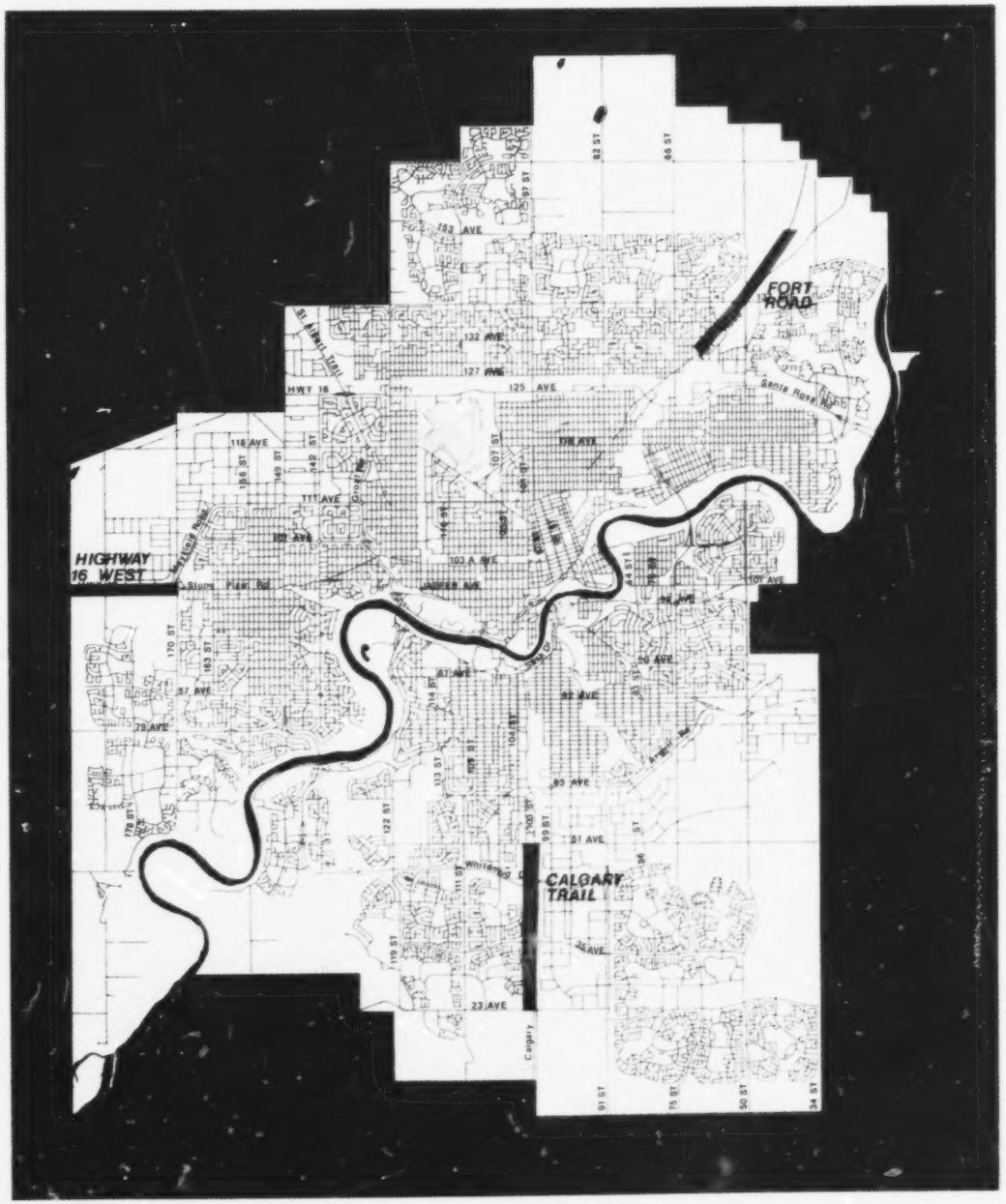


Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Highway Commerical Areas	**6.H**	**To develop attractive highway commercial areas along major highways entering and traversing the City, primarily for commercial establishments serving the travelling public, and reduce the pressure for developments of this type in other areas.**		Policy Report #6
		It is therefore the policy of Council that:		
Highway Commercial Function	6.H.1	Highway commercial areas will be designated along selected sections of highways entering and traversing the city, and land use regulations in these areas will be structured and applied so as to ensure that priority is given to uses serving the travelling public.	Area Structure Plans: Land Use Bylaw	
Guidelines for Delineation	6.H.2	The precise boundaries and configurations of highway commercial areas will be determined by District and Sector Plans and Area Structure Plans within the following general guidelines: (a) commercial districts may be designated on one or both sides of the highway; and, (b) parcel depth should be sufficient to permit the economic development of the desired uses, as described in Policies 6.H.1 and 6.H.3.	District Planning Program: Area Structure Plans	
Desirable Land Uses	6.H.3	Priority uses will include the following: (a) facilities for the travelling public:	District Planning Program: Area Structure Plans	

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		i) hotels and motels;		
		ii) restaurants; and,		
		iii) service stations.		
		(b) ancillary uses:		
		i) entertainment facilities associated with a motel or hotel, and consistent in scale with the number of rooms provided in the motel or hotel; and,		
		(c) other uses which, in the opinion of City Council, are compatible with uses serving the travelling public and are included by Council in the list of permitted or discretionary uses under the highway commercial designation(s) of the Land Use Bylaw.		
Undesirable Land Uses	6.H.4	Uses which are not directly related to the needs of the travelling public will not be permitted, and without restricting the generality of the foregoing, the following uses will be prohibited:	Land Use Bylaw	
		(a) regional shopping centres;		
		(b) retail establishments containing 5,000 square metres (53,800 square feet) of floor space or more;		
		(c) developments in which the total leasable office floor space exceeds 60% of the site area; and,		
		(d) entertainment facilities, unless these are part of a hotel or motel complex.		

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Development Guidelines	6.H.5	In structuring and applying the development regulations for highway commercial areas, the City will have regard to the following considerations: (a) wherever possible, and especially in areas of new development, the provision of service roads is desirable in order to minimize the disruption to through traffic; (b) the potential benefits of highway commercial development, as a noise buffer for any adjacent residential areas, should be carefully examined; and, (c) the provision of a high standard of landscaping and buffering is desirable in order to create the best possible impression upon both residents and visitors.	Land Use Bylaw	15.B.3
Designated Highway Commercial Areas	6.H.6	Highway commercial areas will be designated in the corridors shown on Map 6.5 and described below: (a) Calgary Trail, from 51 Avenue to 23 Avenue; (b) Highway 16 West from 170 Street to the city limits; and, (c) Fort Road, from 129 Avenue to the city limits.	District Planning Program	3.A.5

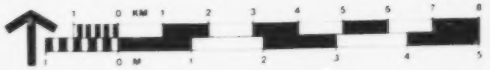
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Commercial Uses in Industrial Areas	**6.I**	**To exercise strict control over the development of commercial uses in industrial areas so as to preserve an adequate supply of land for medium and heavy industrial uses.**		6.B.1, 7.C, 7.C.1
		It is therefore the policy of Council that:		
Control Through Industrial Policies	6.I.1	The City will control the development of office, retail, and other commercial floorspace in industrial areas, as indicated in Section 7.C.	Land Use Bylaw; Development Review	7.C.1 to 7.C.5

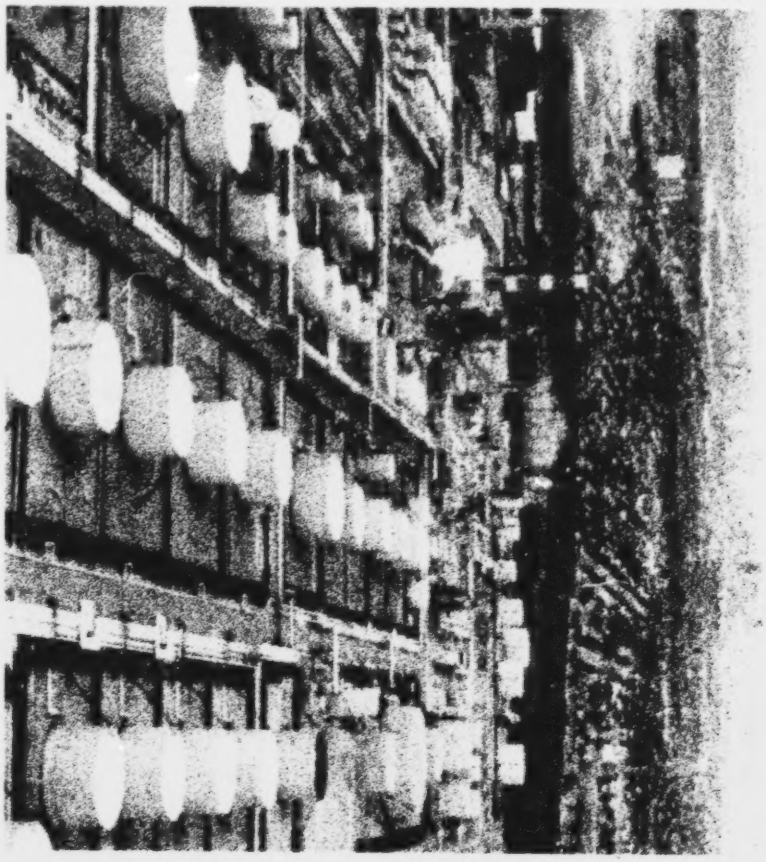


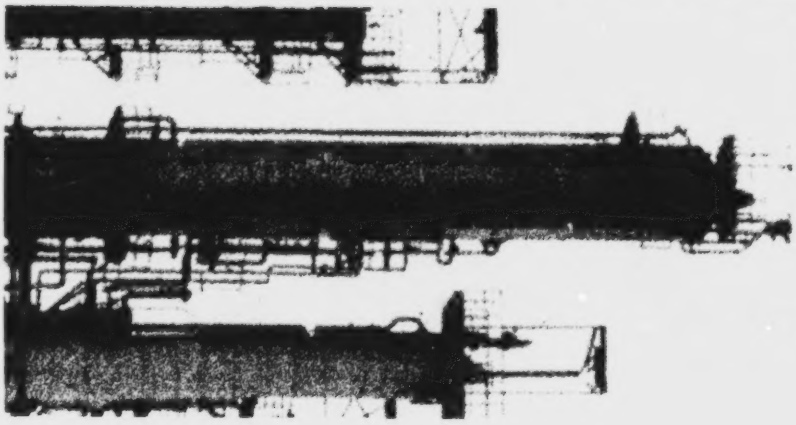
This map represents a broad and conceptual illustration of the desired location of highway commercial areas. It is not intended to provide site specific direction to land use regulation mechanisms. Highway commercial Land Use Districts may be applied along one or both sides of the indicated highway in accordance with the text of the General Municipal Plan Bylaw and any other relevant statutory plan.

Highway Commercial Land Use Districts may be applied on one or both sides of highway depending on site constraints. See text for details.

MAP 6.5
CORRIDORS IN WHICH HIGHWAY COMMERCIAL POLICIES WILL APPLY







INTRODUCTION

The General Municipal Plan's strategy for dealing with industrial land use contains an important shift in philosophy with respect to the types of industrial activities which the city will accommodate within its present boundaries, as well as direction to regulate both the location and types of service commercial and office uses in existing and future industrial areas of the City of Edmonton.

Key industrial issues in the city relate to the limited supply of industrial land, particularly for heavy industry, and its high price. The main thrust of the strategy, therefore, is to work towards a regional strategy which optimizes the location of heavy industry and provides for orderly and economic industrial development (Objective 7.A).

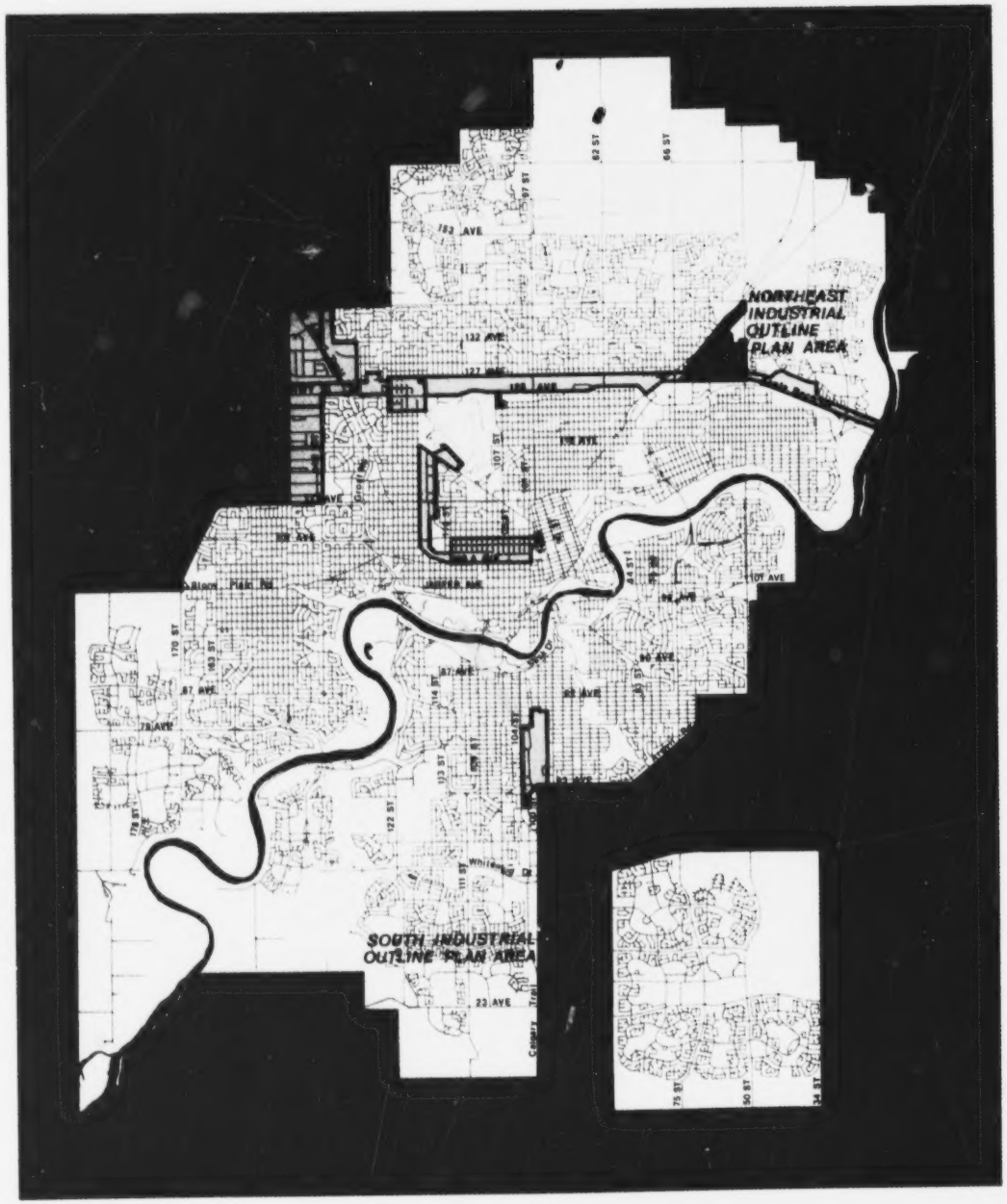
In regard to older inner city industrial areas, the strategy proposes the City continue its present practice of encouraging relocation or upgrading of obsolete or noxious industrial uses (Objective 7.B). To ensure this objective is accomplished in an equitable and effective manner, incorporating input from the business sector, it is proposed that the City identify industries which should be relocated or upgraded through a District Planning Program (Policy 7.B.1).

Another important policy direction incorporated in the industrial strategy, relates to the location of commercial and office uses in industrial areas. The essential industrial nature of these areas must not be jeopardized, but provision must nevertheless be made for local services and offices linked to industrial functions and the overall objective of the office decentralization strategy (Objective 7.C).

The remainder of the strategy is process-oriented, aimed at providing mechanisms to help ensure a continuing supply of attractive industrial land, especially relevant if the city's boundary is expanded to include industrial lands currently outside the boundary (Objectives 7.D), providing for continuous involvement of business interests in the planning process (Objective 7.E), increasing flexibility in subdivision requirements and engineering standards in the city's industrial areas (Objective 7.F), and maintaining a balance between residential and industrial assessment in order that urban services can be provided at a reasonable level of residential taxation to the citizens of Edmonton (Objective 7.G).

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
City Role With Respect to Heavy Industry	7.A	**To enhance the position of the City of Edmonton as a location for industrial development through the preparation of a comprehensive strategy to accommodate demand for industrial land.**		Policy Report #7
		It is therefore the policy of Council that:		
Regional Industrial Land Strategy	7.A.1	Contingent upon the availability of sufficient land, the City of Edmonton will develop a comprehensive strategy for industrial land use and development which will: (a) address the location of potentially offensive industrial uses, which, as a result of their noxious emissions or visual impact, require large parcels of land in areas removed from higher quality industrial districts and residential environments; and, (b) identify a preferred pattern of sequential development for industrial activity in the city based upon anticipated demand, locational requirements, servicing capability and other land use planning requirements.	General Municipal Plan Implementation Program	1.B.2, 2.A, 14.A
		It is the objective of Council:		
Relocation of Obsolete Inner City Industries	7.B	**To encourage the relocation or upgrading of obsolete or noxious industrial uses in the inner city.**		Policy Report #7

Subject	Reference No.	Objectives and Policies	Program	Cross References
		It is therefore the policy of Council that:		
Use of District Planning Program	7.B.1	The City shall provide for the relocation or upgrading of older, obsolete, or noxious heavy industrial uses in the inner city through the District Planning Program.	District Planning	3.A.1
Use of City Assistance	7.B.2	The City will apply city assistance tools (such as city-owned land) wherever possible, to assist key industries in the inner city to relocate to suburban locations.	Real Estate and Housing Property Management Program	
		It is the objective of Council:		
Control of Non-Industrial Uses	7.C	**To exercise strict control over the development of non-industrial uses in industrial areas so as to ensure a supply of land for medium and heavy industrial uses.**		Policy Report #7, 6.B.1, 6.I
		It is therefore the policy of Council that:		
General Office Development at Employment Nodes	7.C.1	The City will permit general office development at a limited number of employment nodes in industrial areas, subject to the following conditions: (a) detailed review at the time of application for conformity with guidelines for employment nodes, specified in Section 6.F; (b) enactment or amendment of the applicable Outline Plan, Area Structure Plan or Area Redevelopment Plan; and, (c) redistricting (rezoning) to a commercial land use district.	Land Use Bylaw	6.F, 6.F.3, 6.I, 6.I.1, 17.D.6



INDUSTRIAL OUTLINE PLAN AREAS

INNER CITY INDUSTRIAL SUB-DIVISIONS

MAP 7.1
MAJOR INDUSTRIAL AREAS

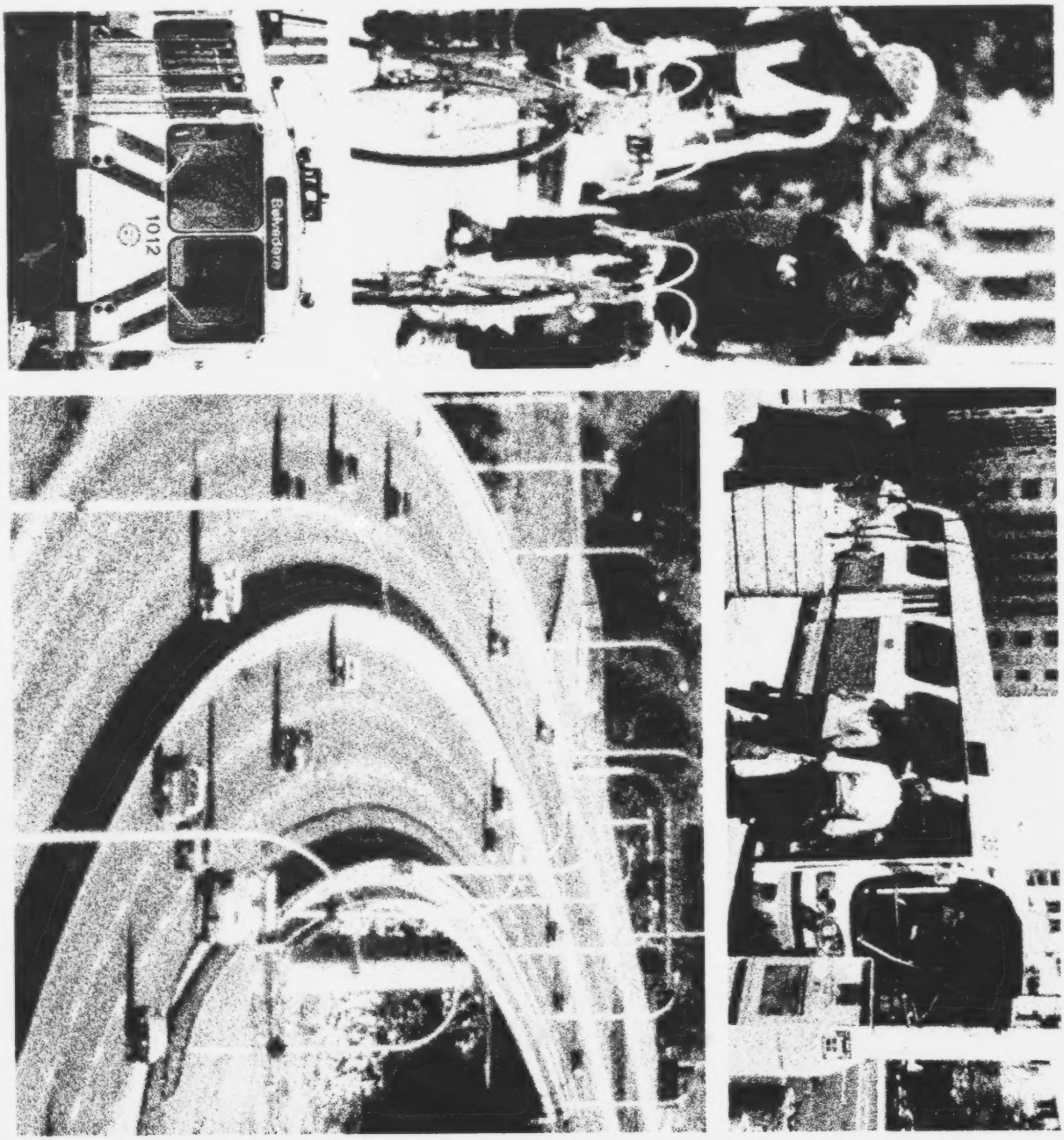
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
General Office Development Along Arterials	7.C.2	The City will apply a commercial land use designation allowing for general business uses along selected portions of arterial roadways passing through industrial areas where the character of existing development is clearly commercial in nature.	Area Structure Plans; Land Use Bylaw	6.I.1
Retail and Office Development in Business Parks	7.C.3	The City will permit the development of some retail and office floor space at low densities in industrial business parks, under a light industrial land use designation, subject to the following conditions: (a) light industrial land use designations (zoning) will be applied only to lands which abut or are located near arterial roadways, and only if a light industrial land use designation would be compatible with surrounding land uses; (b) all development on lands under light industrial land use designation is to be in a low-rise, low-intensity built form; (c) office park development on lands under light industrial land use designations will be restricted to parcels which abut an arterial roadway with regular transit service or are within a five-minute walking distance of a transit stop; and, (d) retail and personal service uses will be limited to those types which are oriented primarily to the corporate clients or the personal needs of the industrial employees in the surrounding area.	Area Structure Plans; Land Use Bylaw	6.I.1

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Industrial Service Centres	7.C.4	The City will encourage the development of low intensity retail and service commercial facilities catering specifically to the industrial firms and employees in the area at Industrial Service Centres designated in an Industrial Outline Plan or Area Structure Plan.	Area Structure Plans; Land Use Bylaw	6.I.1
Ancillary Commercial Uses	7.C.5	The City recognizes the need for some office, showroom and sales areas in industrial buildings and will permit the inclusion of such space in industrial developments if it is ancillary to the permitted industrial use and does not exceed 20% of the gross floor area.	Land Use Bylaw	6.I.1
		It is the objective of Council:		
Actions Necessary to Maintain an Adequate Inventory of Industrial Land	**7.D**	**To prepare, review or approve Area Structure Plans and any other servicing programs or actions such that the city is able to accommodate at least 50 percent of industrial growth in the Edmonton Sub-region within the plan period.**		Policy Report #7
		It is therefore the policy of Council that:		
Industrial Reserve Lands	7.D.1	The City will undertake an examination of all industrial lands presently classified under the industrial reserve district (AGI) which are developed, serviced, and from which roadways have been dedicated with a view to initiating a blanket rezoning of AGI land to the desired industrial category.	Land Use Bylaw	Policy Report #7, 14.A.2
Annexation	7.D.2	When required, the City will attempt to increase the supply of industrial land within the city limits through annexation.	Annexation Application	1.B.1, 14.A

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Area Structure Plans	7.D.3	To continue to select areas for the preparation of industrial Area Structure Plans on the basis of a contiguous pattern of land development.	Area Structure Plan Program	9.C.2
Area Structure Plan Implementation	7.D.4	Area Structure Plans prepared by the City and/or the development industry for future industrial areas will contain an implementation strategy which shall be adopted as an integral part of the Area Structure Plan Bylaw approval process. The implementation strategy shall describe the preferred staging for land servicing and development as well as guidelines and procedures for the implementation of specific recommendations of the Area Structure Plan.	Area Structure Plan Program	17.C.5
		It is the objective of Council:		
Business Sector Participation	**7.E**	**To provide opportunities for continuous involvement of the business community in the planning process for new industrial areas.**		Policy Reports #4 & #7
		It is therefore the policy of Council that:		
Development Industry Liaison Committee	7.E.1	The City will establish a Development Industry Liaison Committee to work with the civic administration on matters relating to industrial land development.	General Municipal Plan Implementation Program	4.A.4
		It is the objective of Council:		
Cost of Industrial Land	**7.F**	**To increase flexibility in subdivision requirements and engineering standards in the city's industrial areas, in order to reduce the cost of industrial land.**		Policy Report #7

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is therefore the policy of Council that:		
Storm Water Management	7.F.1	The City will encourage the use of alternate storm water management techniques to reduce the cost of servicing in industrial areas.	C.P.P.O. Co-ordination of Land Development Servicing Program	9.D.1
Servicing Standards	7.F.2	The City will, in consultation with the development industry, determine standards and types of municipal services to be provided to future industrial areas.	Land Development Servicing Program	
Building and Site Design	7.F.3	The City will consider, in the Land Use Bylaw and in the preparation of industrial Area Structure Plans, opportunities for encouraging innovative and cost efficient building and site design.	Area Structure Plan Program; Land Use Bylaw	2.A, 15.D.1, 15.D.3, 17.D.2
Non-contiguous Development Proposals	7.F.4	The City will consider proposals for non-contiguous development made at the time of application for amendments to Area Structure Plans and/or subdivision approval if the applicant can demonstrate that development will not result in any additional costs to the City or that the applicant is prepared to assume additional costs, and that the applicant agree to any design provisions which may be requested by City utility departments to ensure reliable service.	Area Structure Plan Program	5.E, 5.E.2, 9.C.2

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Maintaining a Balanced Tax Base	7.G	**To maintain a balance between residential and industrial assessment in order that urban services can be provided at a reasonable level of residential taxation to the citizens of Edmonton.**		Policy Report #7
		It is therefore the policy of Council that:		
Residential and Industrial Tax Balance	7.G.1	The City will strive to maintain a balance in taxation revenue between residential and industrial land uses through an aggressive business development program and by undertaking planning and servicing programs to accommodate demand for industrial land.	Business Development Program; Area Structure Plan Program	1.C


1012

8. TRANSPORTATION

INTRODUCTION

The General Municipal Plan growth strategy is not a transportation strategy. Such a strategy will be embodied in the Transportation System Plan (the Transportation Plan, Part III) currently under preparation. At the same time, though, there is such a close inter-relationship between transportation and land use that this Plan must contain some reference to the direction implied for the transportation system by the growth strategy.

In the Edmonton General Municipal Plan, the growth strategy was developed with the objective of enhancing the utility and efficiency of the transportation system — in particular, emphasizing the transit components of this system. Although it is recognized that the most effective transportation system is an integrated one which provides for the use of each mode where it is most efficient, a strong emphasis on transit is essential if the urban system envisaged in the growth strategy is to be achieved. Moreover, the land use implications of the transit system—in particular, compactness of residential development, continued support for a viable Downtown and the focusing of development towards the transit network—are more desirable than the land use implications of a lower density, dispersed strategy which encourages the use of the automobile.

The directions to the Transportation System Plan contained in the General Municipal Plan, therefore, emphasize the need for the transportation strategy to incorporate the City's commitment to the overall growth strategy (Objective 8.A) through the provision of acceptable levels of accessibility and mobility (Objective 8.B), the maintenance of a viable Downtown (Objective 8.C), the enhancement of inner city redevelopment (Objective 8.D), the efficient, orderly development of new areas (Objective 8.E), and the provision of ancillary transportation facilities (Objective 8.F).

Furthermore, while the General Municipal Plan does not establish specific requirements for the Transportation System Plan in detail, the policies within this component provide basic directions or principles for the development of a comprehensive, integrated transportation system ensuring the greatest degree of compatibility with the growth strategy. Moreover, the policies also establish the links between the Transportation System Plan and the various Area Structure and Redevelopment Plans.

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Transportation System and Growth Strategy	8.A	**To develop and maintain a transportation system which supports and enhances the City's growth strategy.**		Policy Report #8, 2.A
		It is therefore the policy of Council that:		
Development of Transportation System Plan	8.A.1	The City will develop a Transportation System Plan which determines the most efficient use of resources to accommodate the travel demands generated by the growth strategy.	Transportation System Plan	2.A (c)
Integrated Transportation System	8.A.2	The City's transportation plans will provide for a fully integrated system of roadway and public transit facilities and services.	Transportation System Plan	
Use of Transit Corridors	8.A.3	The City will focus higher density residential development and decentralized employment opportunities in the inner city and suburban areas upon future transit corridors or areas of high transit accessibility.	District Planning Program; Area Structure and Redevelopment Plans	5.B.5, 5.C.7, 6.A.2, 6.E.1, 6.F.3
Transportation System Improvements	8.A.4	The City will develop and implement programs of roadway and public transit modifications, improvements and extensions, as set out in the Transportation System Plan, which will facilitate achievement of the growth strategy.	Transportation System Plan; Engineering Capital/ Operating Programs	
Alternative Transportation Strategies	8.A.5	Consistent with the growth strategy, the development of the City's Transportation System Plan will take into account the economic, level of service, social and environmental aspects of alternative transportation strategies.	Transportation System Plan	

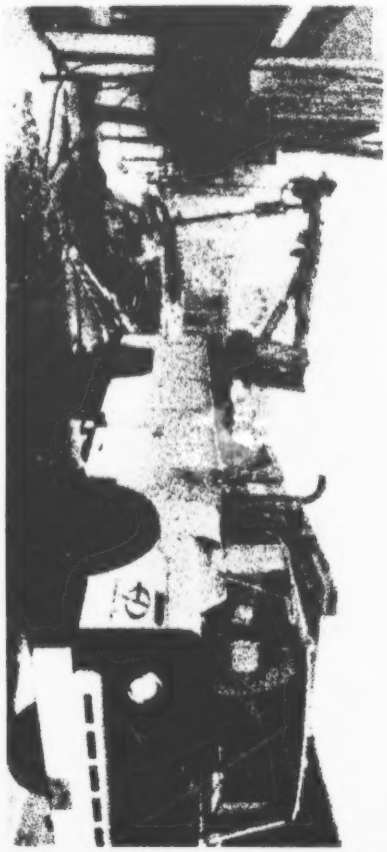
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Functions of Roadways and Transit	**8.B**	**To provide roadway and public transit facilities and services which achieve an acceptable level of accessibility and mobility, consistent with the overall objectives of the General Municipal Plan.**		Policy Report #8
		It is therefore the policy of Council that:		
Basic Public Transit Service	8.B.1	The City will maintain a basic level of public transit service throughout the city, to ensure adequate transportation for those persons not having access to alternate modes of travel.	ETS Capital/ Operating Programs	
Transit for Transportation System Efficiency	8.B.2	The City will provide a high level of public transit service to major activity centres within the city where this service will benefit the overall transportation system.	Transportation System Plan; ETS Capital/ Operating Programs	
Roadway Access for Land Uses	8.B.3	The City will provide a basic level of roadway access to approved land use developments within the city.	Transportation System Plan; Engineering Capital Program	
Arterial Roadway Function	8.B.4	The City will provide an arterial roadway network which has, as a primary function, the mobility of public and private vehicles within the city.	Transportation System Plan; Engineering Capital/ Operating Programs	

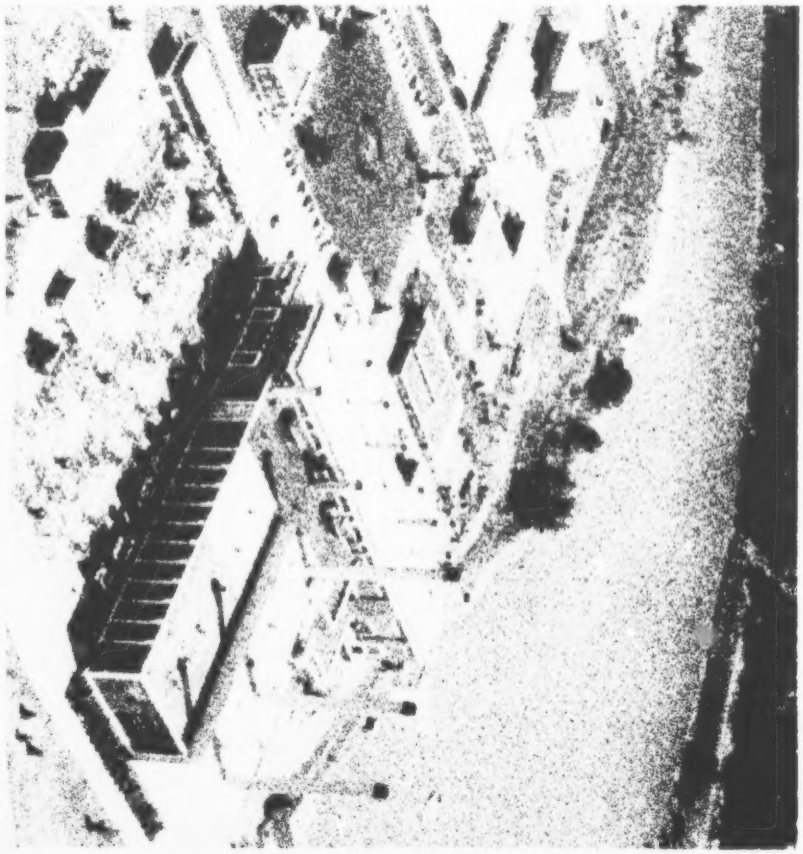
Subject	Reference No.	Objectives and Policies	Programs	Cross Reference
		It is the objective of Council:		
Downtown Transportation System	8.C	**To develop and maintain a Transportation System which supports and enhances the retention and development of a viable, strong Downtown consistent with the Downtown Area Redevelopment Plan.**		6.D
		It is therefore the policy of Council that:		
Public Transit Service to Downtown	8.C.1	The City will develop and maintain a high level of public transit service to and within the Downtown, including L.R.T. and express bus service and bus priority measures to reduce travel reliance on the private automobile.	Transportation System Plan; ETS Capital/ Operating Programs	
Downtown Parking	8.C.2	The City will develop comprehensive policies on the supply, pricing and management of parking in the Downtown which: (a) will encourage an adequate supply of short-term parking for approved business, commercial, retail and recreational developments; (b) will encourage a supply of long-term or employee parking which is compatible with the Transportation System Plan; and, (c) will encourage a supply of parking for residents, which reflects the role of the Downtown as the Region's principal employment, service and cultural centre, the excellent level of public transportation, and the demographic characteristics of the downtown residential population.	Transportation System Plan; Land Use Bylaw; Parking Authority	

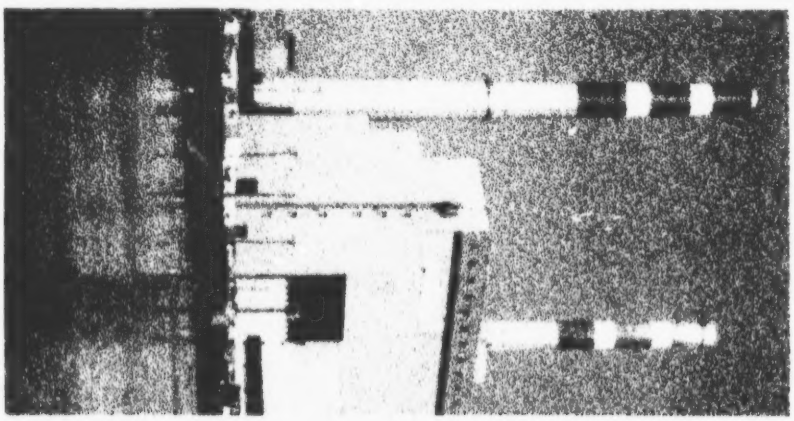
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Downtown Access and Circulation	8.C.3	The City will develop and maintain a plan for public and private vehicular access to and circulation within the Downtown, consistent with the Transportation System Plan and the Downtown Area Redevelopment Plan, giving full consideration to maintaining the environmental, aesthetic and recreational attributes of the Downtown, to the efficient utilization of existing arterial roadways within the Downtown, and to encouraging through traffic to utilize routes outside the Downtown.	Transportation System Plan; Downtown Area Redevelopment Plan Bylaw	
		It is the objective of Council:		
Reduction of Inner City Impacts	8.D	**To minimize the impact of transportation on inner city communities.**		Policy Report #8
		It is therefore the policy of Council that:		
Discourage Through Traffic	8.D.1	The City will investigate and implement, where feasible, measures to discourage community disruption by through commuter traffic on non-arterial roadways.	District Plans; Area Structure and Redevelopment Plans; Neighbourhood Structure Plans; Engineering Capital Program	2.A (c)

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Improvements on Community Periphery	8.D.2	The City's Transportation System Plan will strive to restrict the development of new and improved transportation facilities to the periphery of communities, so as to minimize the internal disruption of existing communities.	District Plans; Area Structure and Redevelopment Plans; Neighbourhood Structure Plans; Engineering Capital Program; Transportation System Plan	
Minimize Transportation/ Land Use Conflicts	8.D.3	The City will strive to develop land use plans for existing communities which minimize conflicts between community activities and approved transportation facilities.	Transportation System Plan; Area Structure and Redevelopment Plans; District Plans; Neighbourhood Structure Plans	
		It is the objective of Council:		
Transportation to New Communities	**8.E**	**To provide transportation facilities and services to and within new suburban development, which support the approved level of development.**		Policy Report #8
		It is therefore the policy of Council that:		
Internal Roadway and Transit Facilities	8.E.1	The City will develop and maintain plans for internal arterial and collector roadways and public transit as an integral activity in the preparation of an Area Structure Plan.	Transportation System Plan; Area and Neighbourhood Structure Plans	17.C.4, 17.C.5

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Evaluation of Transportation Implications	8.E.2	The City will assess the transportation implications of alternative land use options on the city-wide transportation network, as set out in the Transportation System Plan, before approval is given for an Area Structure Plan.	Transportation System Plan	
Land Use/ Transportation Staging	8.E.3	The City will develop and maintain compatible staging programs to provide transportation facilities and services in concert with land use development in new suburban areas to ensure efficient and orderly development consistent with the transportation system.	Transportation System Plan; Area Structure Plan	17.C.4
		It is the objective of Council:		
Ancillary Transportation Facilities	8.F	**To provide ancillary transportation facilities such as bikeways and pedways for functional and recreational use.**		Policy Report #8
		It is therefore the policy of Council that:		
Downtown Pedways	8.F.1	The City will develop and maintain a system of pedways in the Downtown to enhance the vitality of this area.	Downtown Area Redevelopment Plan	15.C.3
Residential Area Pedestrian Facilities	8.F.2	The City will provide pedestrian facilities within residential areas to provide access to community facilities for recreational or other uses.	Neighbourhood Structure Plan	
Bikeway Facilities	8.F.3	The City will develop and maintain a city-wide bikeway network for both utilitarian and recreational purposes.	Bikeway Planning Process; Area Structure Plan	







9. UTILITIES

INTRODUCTION

The major thrust of the utilities strategy is to emphasize the programming of water and sanitation improvements in the inner city consistent with the General Municipal Plan growth strategy, to increase the amount of infill residential redevelopment directed to the existing developed residential areas (Objective 9.A).

A second strategic area relates to reducing the financial burden placed upon the City in providing for utility extensions to new industrial areas when annexed to the City of Edmonton. The strategy has reiterated the recommendation of the Mayor's Task Force on Industrial Land Strategy - that the City should explore the costs and benefits of withdrawing from the program of financing utility extensions within the next three to five years.

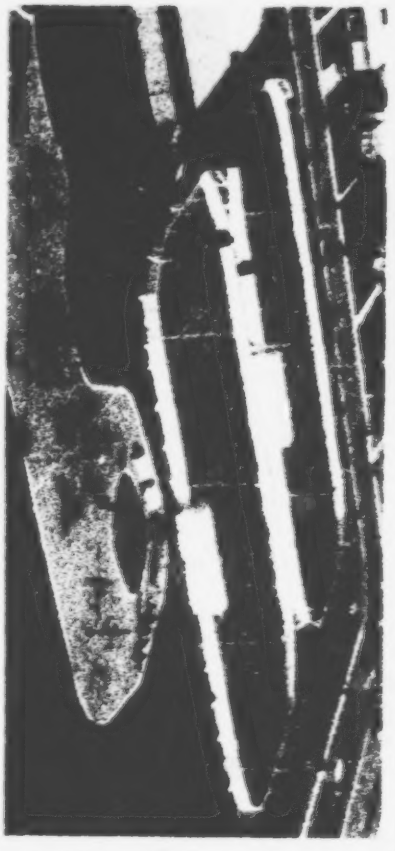
The last strategic area is the question of supporting non-contiguous development to give the development industry a greater chance for competition. This thrust is particularly necessary given the likely future environment of greater compactness. Although, at first glance, non-contiguous development would appear to be inconsistent with a compact strategy, it is necessary to provide for competition and variety, especially in the short run. In the long run, development would remain contiguous, since it is only at the neighbourhood structure plan or subdivision level that non-contiguous development would be considered.

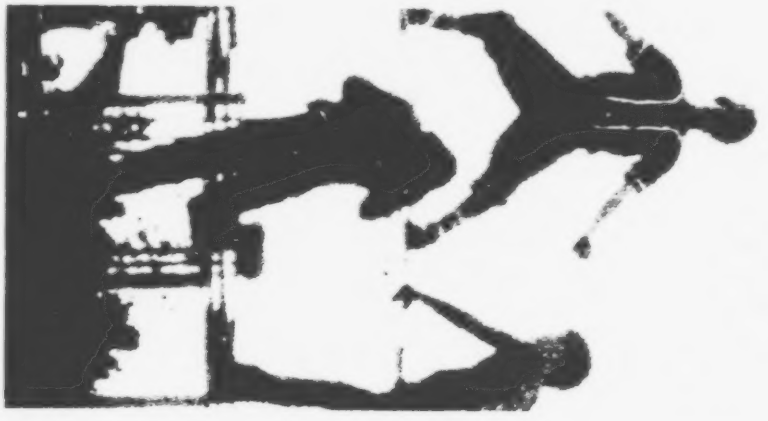
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Focus on Inner City	**9.A**	**To undertake improvements to the utilities infrastructure in the inner city on the basis of priorities established through the District Planning Program.**		Policy Report #3
		It is therefore the policy of Council that:		
Inner City Priorities	9.A.1	The City will prepare the Local Policy Plan to ensure that priorities established for water and sanitation system improvements in the inner city are based upon the recommendations of the District Planning Program.	District Planning; Local Policy Plan	3.A.1
		It is the objective of Council:		
Financial Burden	**9.B**	**To examine alternate methods of financing industrial land servicing in the City of Edmonton.**		Policy Report #9
		It is therefore the policy of Council that:		
Front-ending of Utility Extensions in Industrial Areas	9.B.1	In accordance with the recommendation of the Mayor's Task Force on Industrial Land Strategy (1979), the City will explore the feasibility and implications of withdrawing completely from the financing and construction of industrial trunk services in the next three to five years.	Local Policy Plan	
		It is the objective of Council:		
Delays in Opening New Areas	**9.C**	**To incorporate economic and market input in the development of utility servicing plans for new areas of the city.**		Policy Report #9

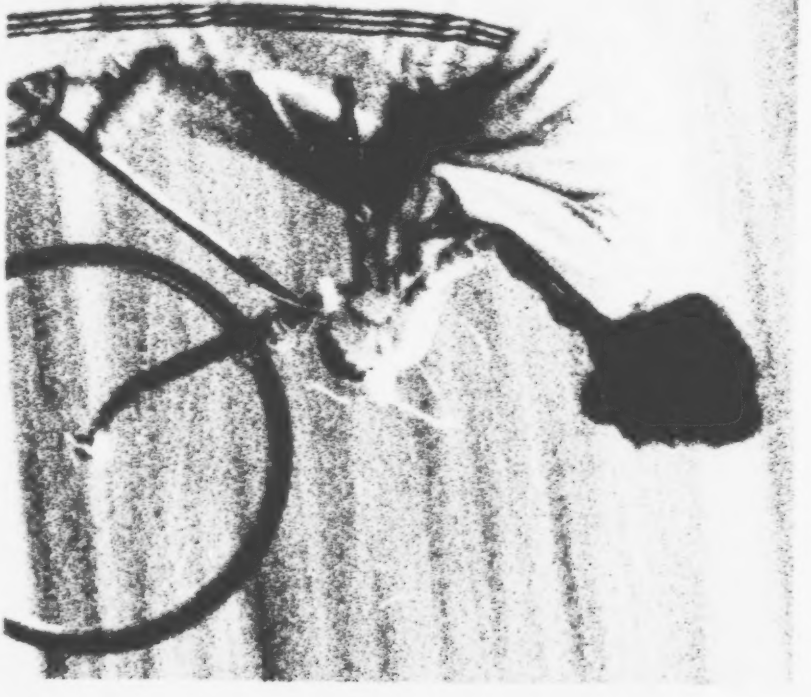
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is therefore the policy of Council that:		
Sector Studies	9.C.1	The City of Edmonton will utilize Sector Studies, incorporating financial and market considerations, to establish priorities for the preparation of land use and utility service plans for future residential and industrial areas.	District Planning; Local Policy Plan	5.F.1
Non-contiguous Development	9.C.2	The City will approve proposals for non-contiguous development made at the time of subdivision approval if the developer can demonstrate that any additional costs will not result in a significant additional financial burden to the City or that he is prepared to assume the additional costs himself; and secondly, that the applicant agree to any design provisions which may be requested by the City utility departments to ensure reliable service is provided to the area.	Area Structure Plans; Residential and Industrial Servicing Programs	5.E.2, 7.D.3, 7.F.4
		It is the objective of Council:		
Utility Servicing Standards	**9.D**	**To give consideration to mechanisms of reducing standards in utility servicing without compromising efficiency or health and safety objectives.**		Policy Report #9
		It is therefore the policy of Council that:		
Utility Servicing Standards	9.D.1	The City will implement the recommendations from recent reviews of servicing standards for residential and industrial land, such as the Housing Task Force recommendations and those from the Mayor's Advisory Committee on Industrial Land, as approved by City Council.	Land Development Co-ordination	5.E.1, 7.F.1

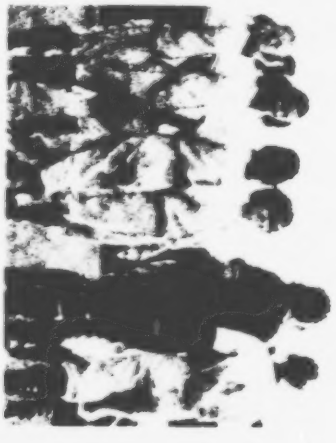
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Solid Waste Disposal	9.E.	**To develop a strategy to address the location and operating standards of future solid waste disposal sites.**		
		It is therefore the policy of Council that:		
Solid Waste Disposal	9.E.1	Contingent upon the availability of sufficient land, the City will work to develop a strategy to centralize the location of future solid waste disposal facilities on a regional basis and to establish appropriate site management standards for their operation.	Local Policy Plan	Policy Report #9
		It is the objective of Council:		
Snow Disposal	9.F	**To designate permanent sites for snow disposal activities in the city.**		
		It is therefore the policy of Council that:		
Snow Disposal	9.F.1	The City shall take action to acquire sites and develop operating standards for permanent snow disposal yards in the city's industrial areas, and at locations in the Restricted Development Area, including the North Saskatchewan River Valley, upon receipt of approval from the Minister of Environment.	Land Purchase Program, Real Estate and Housing; Operating Standards, Planning Department	Policy Report #9

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Energy Networks	9.G	**To ensure that the alignment of future pipeline and powerline rights-of-way avoids the unnecessary fragmentation of land and provides adequate buffering from existing and proposed residential and industrial areas.**		
		It is therefore the policy of Council that:		
Avoiding Fragmentation	9.G.1	In responding to referrals from the Energy Resources Conservation Board and National Energy Board regarding pipeline and powerline projects within the Edmonton Metropolitan Region, the City will request that future projects remain well removed from the urban area within exclusive transportation/utility corridors, such as the Restricted Development Area.	Land Use Planning Program	
Subdivision Guidelines	9.G.2	The City will, in consultation with the pipeline companies and Provincial and Federal energy agencies, establish guidelines for subdivisions adjacent to pipeline rights-of-way, which direct the manner in which the pipeline shall be incorporated in a plan of subdivision, as well as establish set back standards for buildings situated on parcels adjacent to a pipeline right-of-way.	Land Use Planning Program	17.C.4









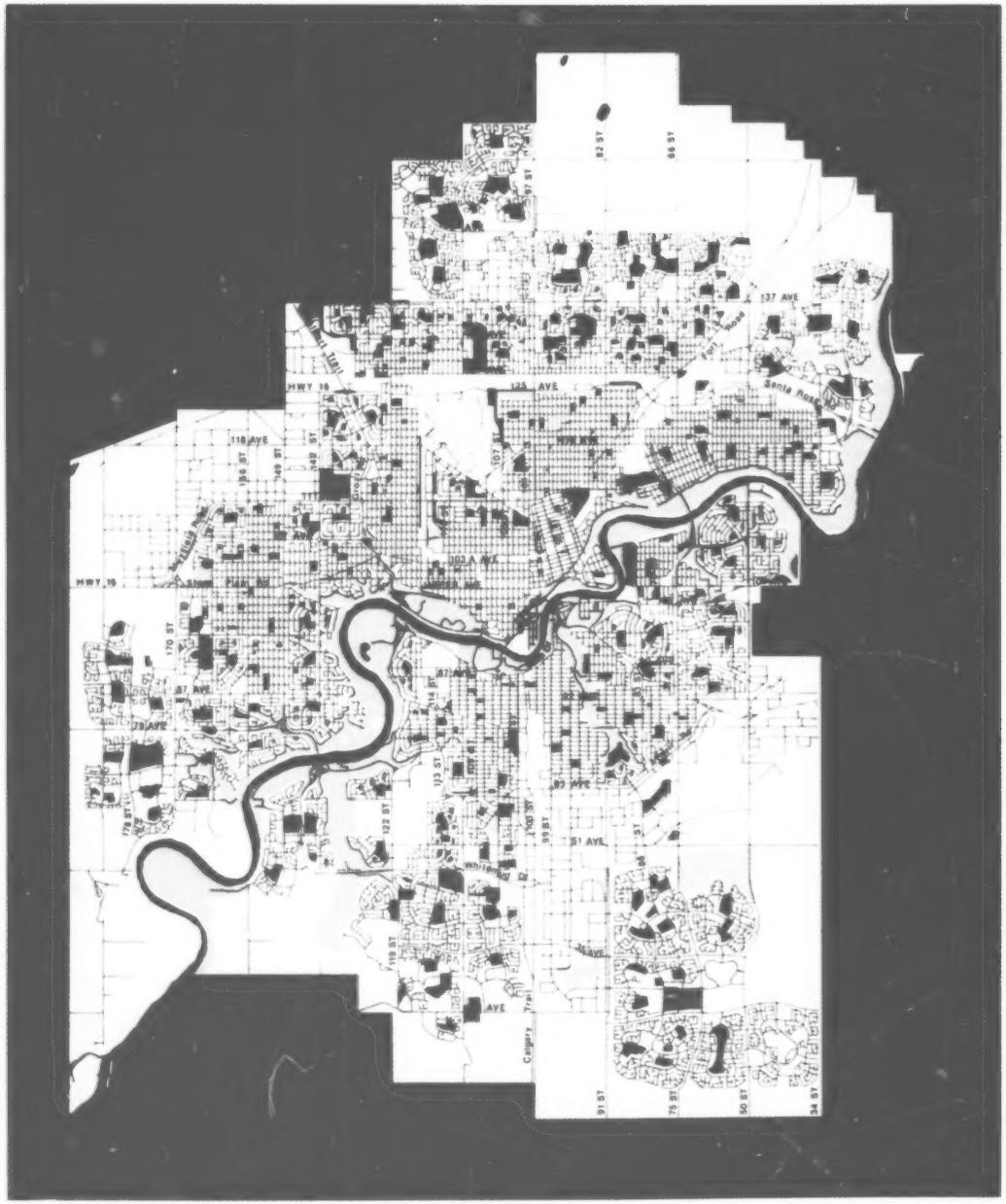
INTRODUCTION

The thrust of the General Municipal Plan strategy for parks is consistent with the recently adopted Parks and Recreation Master Plan. The strategy first sets out the link between the Parks and Recreation Master Plan and the General Municipal Plan (Objective 10.A), and then sets out future priorities required if key parks policies are to be consistent with the land use strategy. The land use strategy focus is on density and the distribution of people. Future delivery of parks services should, therefore, reflect the key thrusts of the General Municipal Plan. Since parks funds are constrained, priorities must be established. These priorities must reflect not only current public views, as reflected in the Parks and Recreation Master Plan, but also the General Municipal Plan land use strategy. Further priorities emanating from the General Municipal Plan emphasize inner city and neighbourhood parks development over river valley and regional parks (Objective 10.A) and maximizing the use of existing parks (Objective 10.B).

Finally, the General Municipal Plan strategy deals with delegating responsibility for the provision of recreational services to the community and citizens (Objective 10.C). Although such a program-oriented recommendation appears, at first glance, to be inappropriate in a land use strategy, its inclusion is justified in that the thrust of the strategy is for a greater spinoff of responsibility to citizens. For example, in the recommendations relating to District Planning, citizens' involvement in advising on development applications and developers assuming responsibility for greater variety in the urban environment are all part of a General Municipal Plan strategy for allocating greater responsibility to the community. Thus, in many ways, this last aspect of the land use strategy is a key strategic thrust, tied to District Planning and citizen participation, even though it is not directly related to land use policies. The basic thrust of the Parks and Recreation Master Plan also reflects this strategy.

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Parks Master Plan	10.A	**To implement the Parks and Recreation Master Plan in a manner which is supportive of the General Municipal Plan land use strategy.**		Policy Report #10
		It is therefore the policy of Council that:		
Relationship Between General Municipal Plan and Parks Plan	10.A.1	The City will utilize the Parks and Recreation Master Plan as the implementation mechanism for the parks portion of the General Municipal Plan growth strategy, and will adjust it as necessary in response to ongoing evaluation of development trends.	Parks Master Plan; General Municipal Plan Monitoring Program	
Inner City Neighbourhood Park Emphasis	10.A.2	The City will emphasize the acquisition and development of parkland in inner city neighbourhoods after 1984, particularly those designated for redevelopment, and will ensure that such emphasis is reflected in revisions to the Parks and Recreation Master Plan.	Parks Master Plan and Capital Budget	
Downtown	10.A.3	The City will, after 1984, have as its second priority for park space acquisition and development, the Downtown area.	Parks Capital Budget	
Redevelopment Levy	10.A.4	The City will impose a redevelopment levy to assist in the acquisition of land for parks and schools in areas undergoing redevelopment within the city through the adoption of Area Redevelopment Plan Bylaws.	Area Redevelopment Plans	

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Suburban Parks	10.A.5	Given emphasis in the other areas outlined above, the City will allocate proportionately less priority to suburban parks development after 1984.	Parks Capital Budget	5.A.4
Suburban Parks System Design	10.A.6	The City will investigate alternative arrangements of suburban parks and their locations to inject more variety into new residential environments in a way which meets park needs.	Parks Operating Budget	
Recreational Space Within Developments	10.A.7	The City will encourage and/or require the provision of recreational space on the site or within the complex of comprehensively designed medium and high density projects, particularly within or in proximity to major activity centres for commercial developments, in accordance with recommendations outlined in statutory plans or urban design handbooks.	Land Use Bylaw	
Industrial Park Reserve	10.A.8	The City will continue to require dedication of a 10 percent municipal reserve, or money in lieu of reserve, for park space in industrial areas at the time of subdivision, in accordance with The Planning Act, 1977.	Area Structure Plans; Subdivision	
		It is the objective of Council:		
Utilization of Parks Space	**10.B**	**To optimize the potential use of existing parks and recreation facilities.**		Policy Report #10



MAP 10.1
PARKLAND
DISTRIBUTION

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is therefore the policy of Council that:		
Upgrading Existing Park Facilities	10.B.1	The City will emphasize upgrading and improving the quality of existing park facilities.	Parks Capital Budget	
		It is the objective of Council:		
Delegation of Responsibility	**10.C**	**To require the delegation of responsibility to the development industry and to encourage the involvement of citizens in parks and recreational services and facility developments.**		Policy Report #10
		It is therefore the policy of Council that:		
Private Sector Responsibility	10.C.1	The City will delegate the responsibility for the development of neighbourhood park sites to the development industry through the Standard Residential Servicing Agreement.	Land Development Co-ordination	
Local Community Involvement	10.C.2	The City will increase the involvement of local communities in developing and implementing parks and recreation services.	Parks and Recreation Operating Budget	

INTRODUCTION

The strategy does not propose any shifts in Council policy towards the river valley. The objectives reflect past Council directives and the thrust of the River Valley Area Redevelopment Plan Bylaw towards continued acquisition in the river valley for environmental protection (Objective 11.A) and public parks (Objective 11.B). Continued protection of the river valley is an integral part of the land use strategy. The river valley provides Edmonton with open space and natural environment, as well as being a main element in the city's urban design image. These three factors will all become increasingly valuable as the City moves towards a more compact form of residential development.

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Environmental Protection	11.A	**To continue to acquire and control land in the river valley and ravine system as an environmental protection area (refer to Map 11.1 for boundary of control area).**		Policy Report #10, 15.B.1
		It is therefore the policy of Council that:		
Roadway Crossings	11.A.1	The City will not develop transportation facilities through the river valley or ravine system except for direct crossings.	Transportation System Plan	
Environmental Protection Principals	11.A.2	The City will establish a procedure for controlling land use and development within the river valley, through establishing land management units which provide guidelines for development based on environmental protection principles.	River Valley Area Redevelopment Plan	12.A.1
Environmental Impact Statements	11.A.3	The City will implement a process of evaluating developments through the use of environmental impact statements, in order to protect the river valley as well as the urban development on the plateau beyond the valley break.	River Valley Area Redevelopment Plan	12.A.3
Bank Instability	11.A.4	The City will initiate studies to identify and analyze areas of critical bank instability.	River Valley Area Redevelopment Plan	
Top of the Bank Setback	11.A.5	The City will reaffirm its position of maintaining a minimum 25 foot setback from the geographical top of the bank in which no development will be permitted.	Land Use Bylaw	

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
River Valley as Public Park	11.B	**To continue to acquire land in the river valley and ravine system for public park purposes.**		Policy Report #10
		It is therefore the policy of Council that:		
Acquisition of River Valley Lands	11.B.1	The City will continue to acquire privately-owned land in the river valley.	Parks and Capital Budget	
Acquisition of River Valley Lands	11.B.2	The City will, as part of the River Valley Area Redevelopment Plan Bylaw, establish how land will be acquired in the communities of Rossdale, Lavigne, and Cloverdale so as to minimize the social impacts in making the transition from residential to park usage.	River Valley Area Redevelopment Plan	15.B.2
Parks Development	11.B.3	The City will develop the river valley according to the parks development program set out by the Parks and Recreation Master Plan, 1979-83.	Parks and Recreation Master Plan; Parks Capital Budget	

MAP 11.1
BOUNDARIES OF THE RIVER VALLEY AREA REDEVELOPMENT PLAN

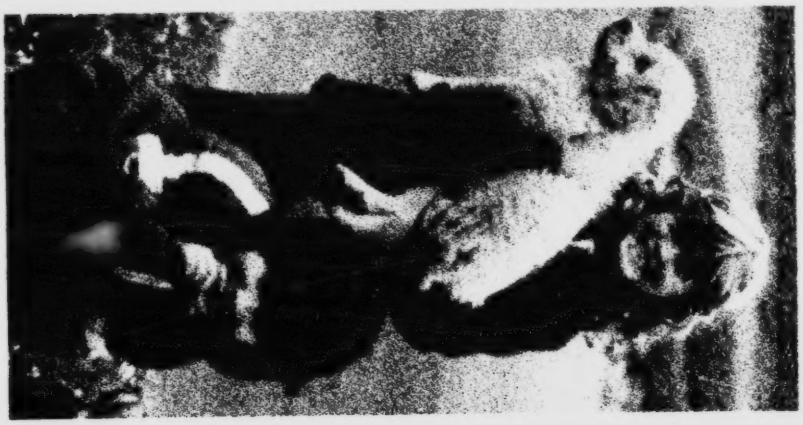
12. NATURAL ENVIRONMENT

INTRODUCTION

In the 1971 General Plan, limited concern was displayed for the protection of the natural environment within the city, with the exception of policies respecting the North Saskatchewan River Valley System. Given that the natural environment is a limited, sensitive and often irreplaceable resource, the land use strategy incorporates an increased emphasis on recognizing and planning for the sensitivity of the natural environment when planning the development of growth areas. In addition, the land use strategy is concerned that future development is safeguarded from potential natural hazards which may cause loss or damage to life and property (Objective 12.A).

This theme will increase in importance as the amount and density of urban development in the Edmonton Sub-region increases and places greater pressure upon the environment to tolerate its impacts. This theme is further reflected in Policy 12.A.1 respecting the preservation of the river valley and ravine system; Policy 12.A.2, regarding the incorporation of environmental impact statements as input to the preparation, review and approval of Area Structure Plans, and plans for transportation corridors and utility or energy networks or corridors; Policy 12.A.3, regarding the establishment of guidelines for environmental impact assessments; and, Policy 12.A.4, concerning the preservation of existing natural and open space environments.

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Protection of Natural Environment	12.A	**To inject into the land use planning process a greater sensitivity to the protection of the natural environment, particularly in the planning of new residential growth areas.**		Policy Report #11
		It is therefore the policy of Council that:		
Environmental Impact Upon the River Valley	12.A.1	The City will require the preparation of environmental impact statements to assess the impact of proposed development on the river valley.	River Valley Area Redevelopment Plan	11.A.2, 15.B.1
Ecological Planning Approach	12.A.2	The City will adopt an ecologically sensitive planning approach and will require the preparation of environmental impact statements as input to the preparation, review and approval of plans for: (a) new suburban growth areas (Area Structure Plans); (b) transportation corridors; and, (c) utility or energy networks or corridors.	Area Structure Plans; Transportation Plans	17.C.4
Environmental Impact Assessment Guidelines	12.A.3	The City will undertake a study to establish guidelines and, where possible, measurement standards for environmental impact assessments and statements.	Planning Department; Parks and Recreation Department	11.A.3
Existing Natural Areas	12.A.4	The City will ensure that existing natural and open space areas, including parks, golf courses, and other "open space", be preserved from urban development through the District Plan process.	District Planning Program	3.A.5



13. HUMAN DEVELOPMENT AND SOCIAL SERVICES

INTRODUCTION

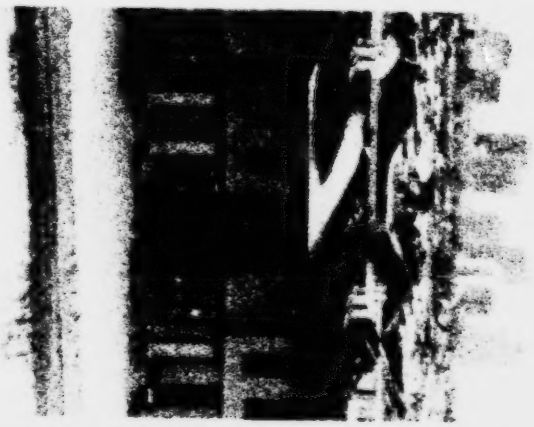
Human development and social services pertain to all aspects of the physical and social environment and the network of human services which together contribute to individual, family and community well-being, self-sufficiency, and the quality of life for all persons in the city. This includes the following institutional uses: educational, cultural and recreational, medical, religious, social, public safety and protection.

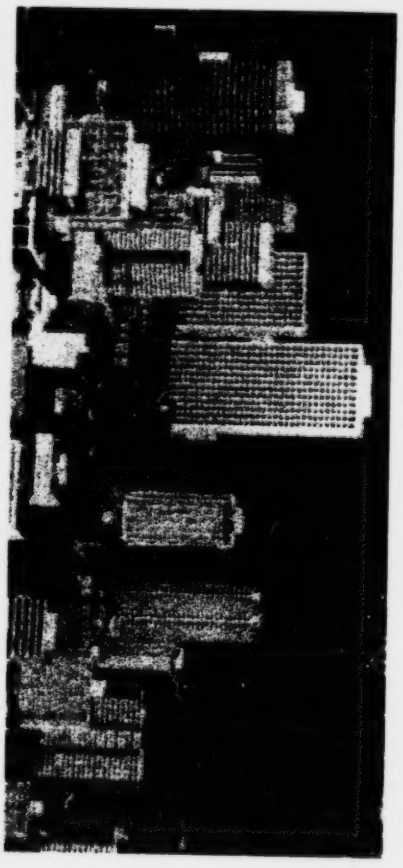
Those aspects of human development and social services which are intimately related to the planning process are directly considered and accommodated in other policy areas of the General Municipal Plan, such as those Components and Policy Reports dealing with Urban Design, Citizen Participation, District Planning and Residential Development. The major issues are reiterated and dealt with in this section for the purpose of drawing together areas of concern to human development and social services in Edmonton.

The provision of human services and facilities plays an important role, both in the development, as well as in the implementation, of the General Municipal Plan growth strategy. The feedback which the City has been receiving about the social impact of its planning policies emphasizes the importance of incorporating this factor in measuring the quality of the urban environment (Objective 13.A). As a consequence of this, the General Municipal Plan land use strategy will have definite implications for the provision of many human services. The preparation of a Human Development Strategy to deal with the social implications of the land use strategy is thus essential to the successful implementation of a land use strategy which aims for increasing compactness without detracting from the quality of urban living. The proposed Human Development Strategy will provide for an integrated approach to planning and growth management, which coordinates land use, social and environmental strategies and programs according to the needs and concerns of citizens, by providing a social framework within which issues can be resolved.

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Social Development	**13.A**	**To account for social planning issues and citizen involvement in the land use planning process.**		Policy Report #12
		It is therefore the policy of Council that:		
Human Development Strategy	13.A.1	The City will prepare and implement a comprehensive Human Development Strategy which provides for land use planning in light of the overall set of goals, objectives and standards relating to the nature and quality of the environment and to the delivery of human services.	Social Services Department	Policy Report #12
Structure for Citizen Participation	13.A.2	The City will create a structure to facilitate citizen participation in District Planning, the monitoring of plans, and the review of development applications through the establishment of formal District Planning Committees composed of representatives elected from Community Leagues, Area Councils, and citizens at large, to be responsible for providing input to the Planning Department on these matters.	General Municipal Plan Implementation Program	Policy Report #4, 4.A.1
Equitable and Co-ordinated Delivery of Services	13.A.3	The City will, in the preparation of statutory plans, encourage an equitable distribution and co-ordinated delivery of services which are accessible and responsive to local requirements, in accordance with the Human Services Delivery System boundaries.	C.P.P.O.; District Planning; Area Redevelopment Plans; Area Structure Plans	2.A, 3.A.5, 13.A.4, 17.C.4

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Adequacy and Suitability of Services	13.A.4	The City will work towards the provision of types and levels of public services and facilities in a community which are sufficiently flexible to support the range and mix of residential densities, present and planned, as well as the demographic structure of the population.	Social Services Department; Planning Department	13.A.3
Quality of Environmental Design	13.A.5	The City will, in the preparation of statutory plans, give particular attention to creating living environments, especially in the case of multiple unit housing, which make optimal use of the site, are free from crowding, and which respect the users' needs for privacy, open space, security, aesthetic design, and protection from noise.	District Planning; Area Redevelopment Plans; Area Structure Plans	Policy Report #13, 2.A, 3.A.5, 15.A.2
Housing Alternatives	13.A.6	The City will, in the design of new neighbourhoods and in the redevelopment of existing areas, encourage the provision of a range of housing alternatives by type, tenure, and cost.	District Planning; Area Redevelopment Plans; Area Structure Plans	Policy Report #5, 3.A.5, 5.B, 5.C
Maintenance of Inner City Schools	13.A.7	The City will, in the preparation of statutory plans, and particularly the redevelopment of existing neighbourhoods, direct attention toward the maintenance of inner city schools by encouraging the provision of family suitable units in redevelopment projects and upgrading environmental amenities, such as parks.	District Planning; Area Redevelopment Plans; Area Structure Plans	2.A, 5.B
Neighbourhood/ Community Identity	13.A.8	The City will, in the preparation of statutory plans, give attention to the development and retention of neighbourhood or community identity.	District Planning; Area Redevelopment Plans; Area Structure Plans	5.B.3





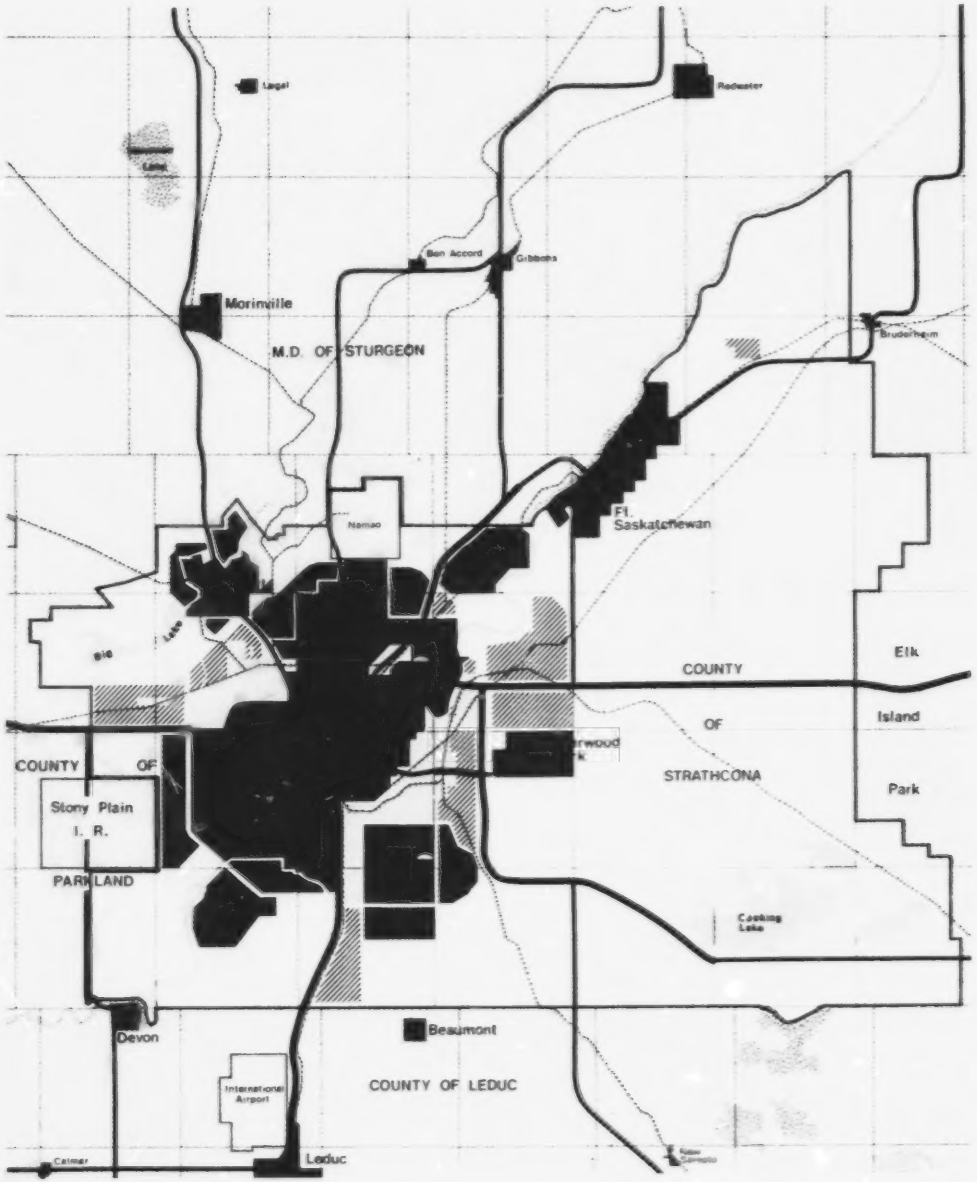
14. THE REGION AND ANNEXATION

INTRODUCTION

Although the General Municipal Plan growth strategy embodied within this document was developed excluding assumptions with respect to the annexation of lands to the City of Edmonton, it is recognized that there is a definite shortage of sufficient developable land to satisfy the city's long range growth requirements, and further, that existing fragmented jurisdictional arrangements in the Edmonton Metropolitan Area are inadequate to effectively plan and manage the growth and development of the city.

However, it is beyond the scope of the General Municipal Plan to provide detailed policy statements as to the rationale for boundary adjustment and the numerous requirements in the extension of jurisdictional control over annexed lands. Such detailed statements are contained within the City's boundary submission to the Local Authorities Board. Rather, this Component of the General Municipal Plan provides only very broad statements concerning those lands which should be brought under the City's jurisdiction to ensure adequate land use planning controls may be exercised to safeguard options for long range development requirements in the Edmonton Metropolitan Area (Policy 14.A.1). Furthermore, the preferred use of lands annexed to the city is described in Policy 14.A.2 and the requirement for a unified metropolitan government structure to effectively control annexed lands in Policy 14.A.3. However, since the General Municipal Plan cannot possibly cover all necessary policies with respect to the annexation of land to the city and the effective control of these lands, Policy 14.A.4 recognizes that the City's report to the Local Authorities Board, entitled, "Long Term Planning Analysis-Edmonton Annexation Project", provides these details. That report furnishes the basic rationale for the City's annexation application to the Local Authorities Board and concludes with a series of specific recommendations relative to an appropriate boundary, and the principle elements which should be considered in establishing any form of government for the newly-annexed area.

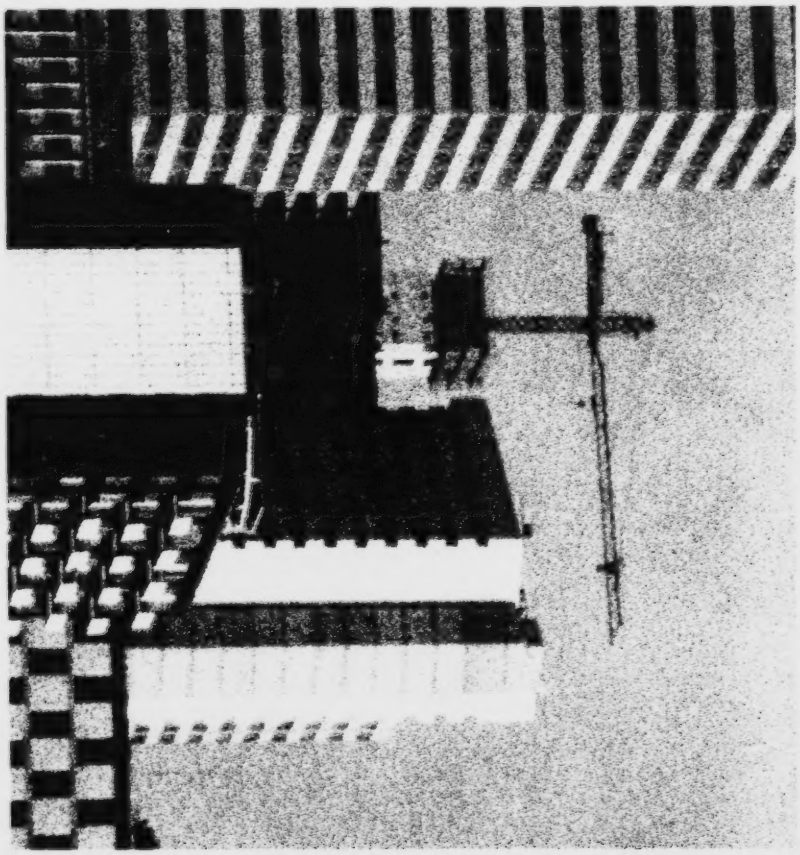
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Long-Range Growth Requirements	**14.A**	**To bring under the jurisdiction of the City of Edmonton sufficient land to satisfy long range urban land development and growth requirements.**		1.A.3, 1.B, 5.E.4, 7.A.1, 7.D.2
		It is therefore the policy of Council that:		
Annexed Territories	14.A.1	The City will pursue a comprehensive boundary adjustment, merging within the 1979 municipal boundary those peripheral municipalities or parts thereof which demonstrate an interdependence with the City of Edmonton for growth, development and the provision of some or all essential municipal services, or other lands which offer a long-term potential for urban development (Map 14.1).	Annexation Application	
Preferred Use of Annexed Lands	14.A.2	The City will adopt a land development strategy for those lands annexed to the City of Edmonton, as schematically illustrated on Map 14.1.	Sector Studies: Area Structure Plans	1.B.1, 5.E.4, 6.E.7, 7.D.1
Unified Government Structure	14.A.3	The City will adopt a unified government structure extending over those annexed territories illustrated on Map 14.1, and implemented consistent with the general principles included within the City's boundary submission to the Local Authorities Board.	Annexation Application	
Land Use Development and Servicing Guidelines	14.A.4	The City will follow long range land use development and servicing guidelines as detailed in the City's comprehensive annexation submission, "Long Term Planning Analysis — Edmonton Annexation Project", presented to the Local Authorities Board in September, 1979.	Annexation Application	1.A.2, 1.A.3, 1.A.4, 1.A.5, 1.B.1

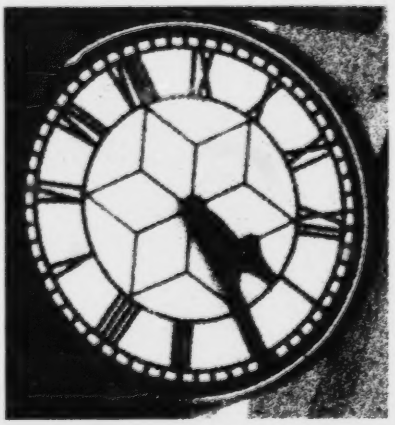


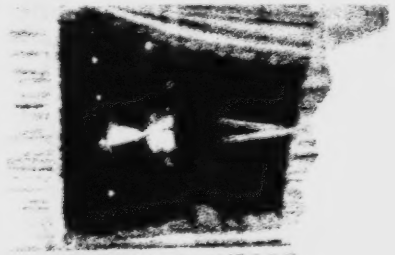
EXISTING GENERAL URBAN
FUTURE GENERAL URBAN
EXISTING INDUSTRIAL
FUTURE INDUSTRIAL
AREA RECOMMENDED FOR ANNEXATION TO THE CITY OF EDMONTON (MARCH 1979).

Note: This Map represents a broad and conceptual illustration of the potential pattern of land use development to the year 2020 which would be dependant upon the success of the City of Edmonton's annexation application to the Provincial Government (March 1979). This Map is not intended to provide site specific direction for land use regulation.
From "Long Term Planning Analysis - Edmonton Annexation Project"

MAP 14.1
PATTERN OF DEVELOPMENT PROPOSED BY THE ANNEXATION PROJECT TO THE YEAR 2020







INTRODUCTION

As the City of Edmonton has grown, so has the scale and intensity of development and redevelopment. New developments, particularly in the Downtown, tend to have a significant impact on the surrounding area. Views may be blocked, unpleasant wind conditions may be created and interesting retail streetscapes may be destroyed. For this reason, greater attention must be paid to urban design, that is, to the design of our city beyond the level of the individual building or project.

Urban design can play an important role in protecting and enhancing the quality of the urban environment, in creating a city which is beautiful, interesting, efficient, humane and liveable. General Municipal Plan policies are thus directed toward increasing the consideration given to urban design in the City's land use planning and development regulation processes (Objective 15.A).

The General Municipal Plan also sets out a number of broad urban design policies concerning major elements of the city's environment which contribute to Edmonton's overall image, such as the North Saskatchewan River Valley and the major approach routes into the city.

It is not within the scope of the General Municipal Plan to address the many urban design issues beyond this city-wide level. Detailed urban design objectives, policies and guidelines are best developed through local planning activities, such as the proposed District Planning Program and the Downtown Plan, where design recommendations can be tied more closely to specific situations and to community values, needs and aspirations.

Several specific urban design policies are, however, to be found throughout the Plan. Because streets and sidewalks constitute a major component of public open space where citizens experience the city most intimately, this section of the Plan includes policies to improve the amenity of the pedestrian environment (Objective 15.C).

Also included in this section are policies on designing the city for energy conservation (Objective 15.D). These policies represent a relatively new direction for the General Municipal Plan and reflect a concern which has guided the preparation of the Plan's growth strategy. The policies recognize the need to start shaping the city's built environment now to meet the types of energy issues anticipated in the future.

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Urban Design	15.A.	**To establish a process by which greater consideration is given to urban design in the preparation and review of plans and development proposals.**		Policy Report #13
		It is therefore the policy of Council that:		
District Plan Urban Design Component	15.A.1	District Plans prepared for each of the districts in Map 3.1 will include an urban design component which will: (a) set out general design objectives, policies and guidelines for each district; (b) provide, where required, detailed design guidelines for such things as district activity centres, special character areas and residential development; (c) address city-wide design concerns as outlined in Policies 15.B.1 to 15.B.6; and, (d) propose, where required, amendments to the Land Use Bylaw through the Statutory Plan Overlay or other mechanisms.	District Planning Program	3.A.5
Area Redevelopment Plans	15.A.2	Area Redevelopment Plans and Area Structure Plans prepared by the City will include an urban design component which will: (a) incorporate the design objectives, policies and guidelines of the General Municipal Plan and the District Plan; and, (b) set out additional design guidelines where necessary.	Area Redevelopment Plans; Area Structure Plans	13.A.5, 17.B.4, 17.C.4

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Area Structure Plans	15.A.3	Area Structure Plans prepared by the private sector will incorporate the design objectives, policies and guidelines set out in the General Municipal Plan and other planning documents adopted by City Council.	Area Structure Plans	17.C.4
Requirement for Urban Design Statement and Context Map	15.A.4	The City will require that Neighbourhood Structure Plans, when submitted for approval, be accompanied by an urban design statement and context map whose terms of reference shall be prepared by the Planning Department and which will describe: (a) the manner in which the design objectives, policies and guidelines set out in the General Municipal Plan and other statutory plans and documents adopted by City Council have been incorporated into the design of the Plan; (b) particular urban design opportunities present in the area; and, (c) any trade-offs between urban design considerations and other objectives or requirements which have been made in the Plan.	Area Structure Plans	17.C.5
Development Applications	15.A.5	The City will require an urban design statement and context map as part of the development application for all developments which have a significant urban design impact due to their size, complexity or context, such as: (a) mixed use commercial and residential projects;	Land Use Bylaw	17.D

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(b) developments along highways which serve as major entrance routes to the city; (c) large, comprehensively designed developments consisting of a variety of buildings and/or uses; (d) infill residential projects; and, (e) developments involving buildings, sites or areas of historical interest.		
Pre-Submission Design Consultation	15.A.6	The City will establish procedures for reviewing the urban design component of plans and development proposals, for which urban design statements and context maps are required, prior to their submission for approval.	Land Use Bylaw	17.D
Urban Design Evaluation of Redistricting Applications	15.A.7	The Planning Department will include an urban design evaluation as part of its reports to the Municipal Planning Commission and City Council dealing with redistricting (rezoning) applications.	Land Use Bylaw	17.D.6
Urban Design Guidelines Handbook	15.A.8	The City will prepare a comprehensive handbook of urban design guidelines applicable to the Edmonton context as a reference document to assist in the preparation of the urban design component of District Plans and other statutory plans, and in the review of redistricting (rezoning) and development applications.	Planning Department	18.B.1
Development of an Urban Design Language	15.A.9	The City will develop an urban design language to be used in the preparation of urban design plans, statements and context maps, and in the	Planning Department	

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		review of redistricting (rezoning) and development applications. The language will be set out in a reference handbook and will provide a consistent vocabulary of words and a system of symbols for identifying and describing features of the urban environment which present design problems or opportunities.		
Design Guidelines for Newly Developing Areas	15.A.10	The City will prepare a handbook of urban design objectives, policies and guidelines for newly developing areas to be used in the preparation of Area and Neighbourhood Structure Plans and plans of subdivision, and to be used in the review and approval processes for these plans.	Planning Department	18.B.1
The City Image	**15.B**	It is the objective of Council: **To protect and enhance those major elements in the urban environment which contribute to the overall image of the city.**		Policy Report #13
The North Saskatchewan River Valley	15.B.1	It is therefore the policy of Council that: The City will manage development within the river valley and ravine system, and along its bluffs, to protect the natural environment of this dominant topographical feature and the unique view and recreational opportunities which the valley provides.	River Valley Area Redevelopment Plan	11.A, 12.A.1
River Valley Urban Design Plan	15.B.2	The City will prepare an urban design plan for the river valley, its ravine system and immediate environs in conjunction with the identification and specification of land management units	Parks and Planning Departments	11.B.2

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		recommended in the River Valley Area Redevelopment Plan and park development set out in the Parks and Recreation Master Plan 1979-1983.		
Major Approach Routes	15.B.3	The City will undertake Area Structure Plans or Area Redevelopment Plans for major highway entrance corridors, with an emphasis being placed by these plans on urban design considerations.	Planning Department	6.H.5, 15.C.10, 17.B.1, 17.C.3
The Downtown Skyline	15.B.4	The City will maintain the downtown skyline as the dominant point in Edmonton's built form by encouraging the most intense and highest development to occur in the downtown area.	District Planning Program; Land Use Bylaw	6.D.5
Sub-Centres	15.B.5	Sub-centres and major nodes around the city will be developed in a manner which emphasizes their function and importance as focal points of community and business activity. Consideration in the design of sub-centres will therefore be given to such things as building heights, special landscaping and lighting, and the development of unique design themes.	District Planning Program; Land Use Bylaw	6.E.6, 6.F.4
Character Areas	15.B.6	The City will identify and conserve historic and distinctive older areas of the city which contribute to the interest and character of the urban environment. Furthermore, the City will establish policies and design guidelines to ensure that new buildings constructed in areas of special identity are compatible with existing development.	Ad Hoc Committee on Historic Preservation Policy; District Plans; Area Redevelopment Plans; Area Structure Plans	3.A.5, 16.A

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Street Environment	**15.C**	**To create a pedestrian system and street environment which is pleasant, safe and attractive and provides for the convenient movement of pedestrians.**		Policy Report #13, 5.A.4, 6.D.6
		It is therefore the policy of Council that:		
Building-Street Relationships	15.C.1	The City will establish design guidelines concerning the relationship of new buildings to the street to ensure that new developments, particularly in commercial and high density residential areas, create an environment at-grade which is attractive and in scale with pedestrians.	District Planning Program; Area Redevelopment and Area Structure Plans; Land Use Bylaw	6.D.7
Micro-Climate	15.C.2	New buildings shall be designed and sited so as to minimize the creation of undesirable wind and shade conditions on streets, sidewalks, and public open spaces in the vicinity.	Land Use Bylaw	6.E.6, 6.F.4
Development of the Pedway System	15.C.3	New developments in the Downtown shall make provisions to link up with existing and future pedways in accordance with the Pedway Concept Plan.	Land Use Bylaw; Downtown Area Redevelopment Plan	8.F.1
Protection From Inclement Weather	15.C.4	Developments along major pedestrian and transit routes will be encouraged to incorporate such design features as awnings, arcades, and enclosed shelters which offer protection to pedestrians from inclement weather.	Land Use Bylaw	

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Street Furniture and Streetscape Priority Areas	15.C.5	The City will, as part of the urban design component of District Plans and statutory plans, identify priority areas for street furniture improvements and streetscape plans based on an integrated evaluation of the following types of criteria: (a) ability and utility in emphasizing movement to and from focal points or activity centres; (b) greater emphasis on improving the quality of higher density and intensity environments; (c) greater emphasis on improving areas of greatest need, such as commercial strip areas; and, (d) greater emphasis on implementability, particularly the availability of alternate funding sources and support from local residents, property owners and businesses.	District Planning Program; Area Redevelopment and Area Structure Plans	3.A.5, 17.B.4, 17.C.4
Street Furniture Handbook	15.C.6	The City will prepare a handbook for Council's approval, of performance standards or guidelines for the design, siting and maintenance of street furniture to be used in the preparation of design specifications and contracts and the review of such by the Technical Review Committee.	Planning Department; Parks and Recreation	18.B.1
Municipal Role	15.C.7	The City will take on a major responsibility for co-ordinating the implementation of street furniture and streetscape plans proposed in statutory plans through the rationalization of Departmental responsibilities and co-ordination of Departmental budgets.	Executive Services; Corporate Policy Planning Office; Planning Department	17.A.2

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Private Sector Sponsored Improvements	15.C.8	The City will investigate the following methods for increasing private sector involvement in the provision of street furniture and the general upgrading of the street environment: (a) expanding the use of Local Improvement Assessment levies; and, (b) establishing provincial business improvement district legislation which would create a loan fund to be used by groups of businesses for upgrading their business areas.	General Municipal Plan Implementation Program	6.G.4
Control of Signs	15.C.9	The City will establish sign regulations to implement the following types of design principles: (a) signs should be properly scaled to the development of a site, building or area with respect to size, height, shape and numbers; (b) signs should generally complement the architectural style of a building; and, (c) signs should be designed, engineered, situated and maintained in a manner which is safe and without hazard to the general public.	Land Use Bylaw	17.D
Signs along Approach Routes	15.C.10	The City will establish special regulation zones with specific signage guidelines for major transportation corridors and approach routes to the city.	Planning Department	15.B.3

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Energy and Planning	**15.D**	**To promote energy conservation in land use and transportation planning, and in building and site design.**		Policy Report #13
		It is therefore the policy of Council that:		
Energy Efficiency and Conservation Factors	15.D.1	The City will give consideration to energy efficiency and conservation, amongst other factors, in the review and approval of statutory plans and development proposals. More specifically, the City will evaluate the following design elements in terms of their potential contribution to energy conservation: (a) pattern and density of land uses; (b) transportation network; (c) lot and building orientation; (d) landscaping; (e) utility servicing; and, (f) building designs.	District Plans; Area Redevelopment Plans; Area Structure Plans; Land Use Bylaw	2.A, 7.F.3, 17.D.2
Design Guidelines for Energy Conservation	15.D.2	The City will prepare a handbook of design guidelines for energy conservation to assist in the preparation and review of plans and development proposals.	Planning Department	18.B.1
Demonstration Projects	15.D.3	The City will encourage innovative projects which demonstrate opportunities to create an attractive, energy-conserving living environment.	Development Review	5.D.2, 7.F.3

LEMARCHAND MANSION

16. HISTORIC PRESERVATION

INTRODUCTION

The General Municipal Plan strategy recognizes the need to maintain and improve the quality of the physical environment. The preservation of historic buildings and areas can contribute to environmental quality in several ways. Historic structures and areas serve an educational purpose by providing links with past events and architectural styles. As well, historic buildings provide aesthetic benefits by adding variety to the built form. Also, the typical height and bulk of historic buildings is usually very effective in creating attractive, pedestrian-oriented urban spaces on sidewalks and public squares.

Historic areas can provide opportunities to create unique and commercially successful developments which simply would not be possible without the existence of the historic buildings, such as the Boardwalk. Similarly, historic structures can be the focus for unique housing developments, entertainment facilities and parks. Imaginative renovation of older buildings to accommodate modern functions can help maintain or increase property values in an area which might otherwise slip into a run-down condition. Commercial centres in historic areas can also serve as tourist attractions, thus bringing funds into the city's economy from outside. Historic preservation offers educational, cultural, aesthetic and economic benefits, and policies to promote historic preservation are an integral part of the Plan's overall growth strategy.

In October, 1978, City Council directed the Administration to explore and study the financial and legal implications of an historic preservation program. In order to carry out this directive, the Ad Hoc Committee on Historic Preservation was established, with representatives from the Civic Administration and interested non-governmental organizations. The Committee is to prepare policies and guidelines for historic preservation. As well, the Committee is responsible for reviewing the Edmonton Historical Board's terms of reference and, therefore, outline the Board's future role in the determination of historic sites. The Ad Hoc Committee's report was submitted to Council in the Winter of 1980.

It is expected that the findings and recommendations of the Ad Hoc Committee on Historic Preservation will have a strong influence on the detailed policies and procedures applied by the City in connection with historic preservation. Therefore, the policies in the General Municipal Plan Bylaw are intended to provide the basic policy direction and describe general principles to be considered in the development of detailed policies, programs and organizational structures.

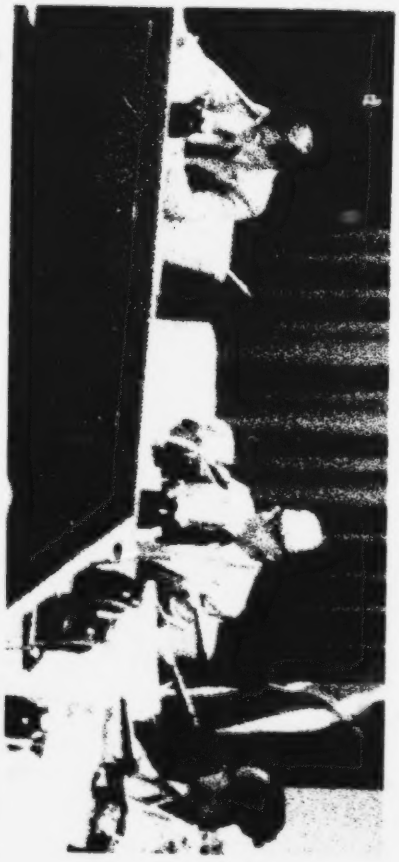
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Preservation of Historic Resources	16.A	**To promote the preservation of historic buildings, sites and areas in the City of Edmonton.**		Policy Report #14, 15.B.6
		It is therefore the policy of Council that:		
Development of Specific Policies and Programs	16.A.1	The City shall develop a set of policies and procedures to promote historic preservation and in so doing shall have regard to the following considerations: (a) the establishment and maintenance of a comprehensive inventory of historic resources is a prerequisite for any truly effective program of historic preservation; (b) the formulation of clear criteria to be used in deciding which buildings and areas warrant preservation is needed in order to preserve a representative sample of past development and achieve the maximum benefit from preservation efforts; (c) the creative renovation of historic buildings to accommodate modern functions and the preservation of historic buildings in their original condition are both important components of a successful historic preservation program;	Ad Hoc Committee on Historic Preservation; C.P.P.O.; General Municipal Plan Implementation Program	

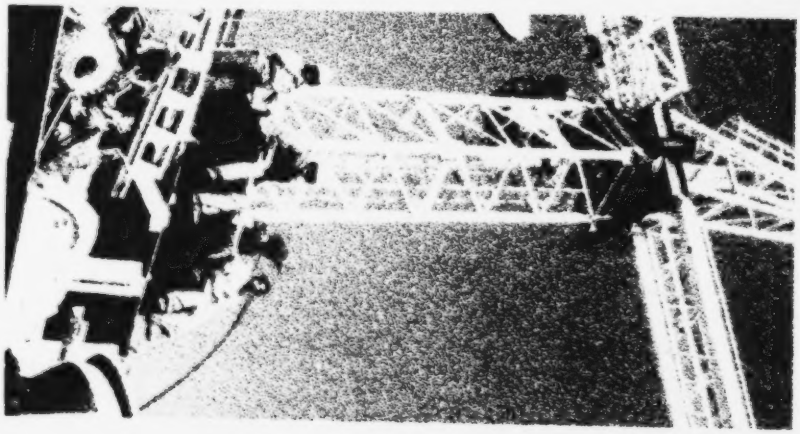
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(d) the widest possible range of fiscal and legal techniques should be considered to maximize the cost-effectiveness of the City's preservation activities;		
		(e) the provision of a longer review period prior to the issuance of a demolition permit on an historic site is desirable, in order to provide adequate time to assess the historic value of the site and arrange compensation for its preservation, if appropriate; and,		
		(f) the co-operation and participation of private groups should be actively encouraged to make use of the specialized knowledge and volunteer labour these groups can offer and to ensure that the program reflects the objectives, values, and sentiments of the general public to the maximum possible extent.		

IV - IMPLEMENTATION

Component 17. **Implementation**

Component 18. **Monitoring and Managing the Plan**





INTRODUCTION

The General Municipal Plan can be implemented only if the policies in it are translated into regular programs and procedures. It is for this reason the format of the Plan has emphasized policy-program linkages in its structure. The philosophy of using existing and new programs to implement the Plan is embodied in Objective 17.A, which provides the summary of all the programs required to implement the Plan.

The most significant programs for implementing the Plan—the area where the City has the most tools—is in the land use control system. Objectives 17.B to D set out the directions for Area Redevelopment Plans, Area Structure Plans and the Land Use Bylaw respectively, the three major tools provided to the City under The Planning Act.

The Planning Act, 1977, allows municipalities to adopt smaller Area Redevelopment Plans for the purpose of promoting conservation, rehabilitation or redevelopment of land and/or buildings. Detailed smaller area plans will be required in some instances to plan adequately for the implications of the land use growth strategy for presently developed areas and to impose a redevelopment levy to assist in upgrading areas through the acquisition of parkland and/or land for schools.

The hierarchical structure of statutory plans permitted by The Planning Act, 1977, also allows municipalities to adopt smaller Area Structure Plans for the purpose of providing a framework for the subsequent subdivision and development of land within a municipality. The Area Structure Plan will provide a means of ensuring the implementation of General Municipal Plan policies regarding orderly and efficient development of an area in terms of the provision of essential services and facilities, and the structuring of land use and transportation systems.

The Land Use Bylaw, as provided for in Sections 62-72 of The Planning Act, 1977, is the most significant and direct means by which private development proposals will be guided to implement the land use strategy and policies related to the quality of the urban environment established in the General Municipal Plan, District Plans and Area Plans. In its approach to the implementation of statutory plan objectives, the Land Use Bylaw must be concerned with the fair and balanced treatment of legitimate interests in decision-making, some measure of certainty and continuity to the process of change, and flexibility to allow statutory plan objectives to be accommodated.

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Implementation Through Programs	**17.A**	**To utilize existing programs, and establish new programs where required, for implementation of the General Municipal Plan.**		
		It is therefore the policy of Council that:		
Summary of Implementation Programs	17.A.1	The City will utilize the programs outlined in Chart 17.1 for implementing the General Municipal Plan.	General Municipal Plan Implementation Program	
General Municipal Plan Implementation Program	17.A.2	Specifically, the City will establish a General Municipal Plan Implementation Program to co-ordinate, in conjunction with the Corporate Policy Planning Office, the delegation of responsibility to program managers to implement the policies of the General Municipal Plan.	General Municipal Plan Implementation Program	15.C.7
Initiation of New Programs	17.A.3	Specifically, the City will also establish the following new programs: (a) District Planning Program; (b) Citizen Participation Program; (c) Development Industry Liaison Committee Program; and, (d) General Municipal Plan Monitoring Program.	General Municipal Plan Implementation Program	4.A.4

Chart 17.1
Plan Implementation Programs

Programs	New/ Existing	Major Coordinating Responsibility: Input Responsibility * Input from all Civic Departments as Part of the Plan Process	Timing	Cross Reference
Operating			1980 1981 1982 1983 1984 1985	
1. Land Use Planning and Control Programs				
(a) District Planning	N	PLANNING *		3.A.1, 17.A.3
(b) Area and Neighbourhood Structure Plans	E	PLANNING *		17.C
(c) Area Redevelopment Plans	E	PLANNING *		17.B
(d) Downtown Plan	E	PLANNING *		6.D
(e) Land Use Bylaw	E	PLANNING *		17.D
(f) River Valley Area Redevelopment Plan	(E) N	PLANNING; Parks and Recreation		9.C.1, 11.A
(g) Sector Studies	N	PLANNING *	(in conjunction with District Plans)	5.F, 9.C.1
(h) Regional Industrial Land Strategy	N	PLANNING *	(contingent on Annexation)	7.A.1
2. Land Use Planning Studies				
(a) Urban Design Guidelines Handbook	N	PLANNING; Parks and Recreation		15.A.8, 15.D.2
(b) Design Handbooks — newly developing areas	N	PLANNING; Parks and Recreation, Social Services		15.A.10
(c) Ecological Land Planning and Environmental Impact Assessment Guidelines	N	PLANNING; Parks and Recreation		12.A.2, 12.A.3
(d) Industrial Land Use District and Designation Study	N	PLANNING *		7.D.1
3. Citizen Participation Program	N	PLANNING *		4.A.1, 13.A.2, 17.A.3

Chart 17.1 (cont.)

Plan Implementation Programs

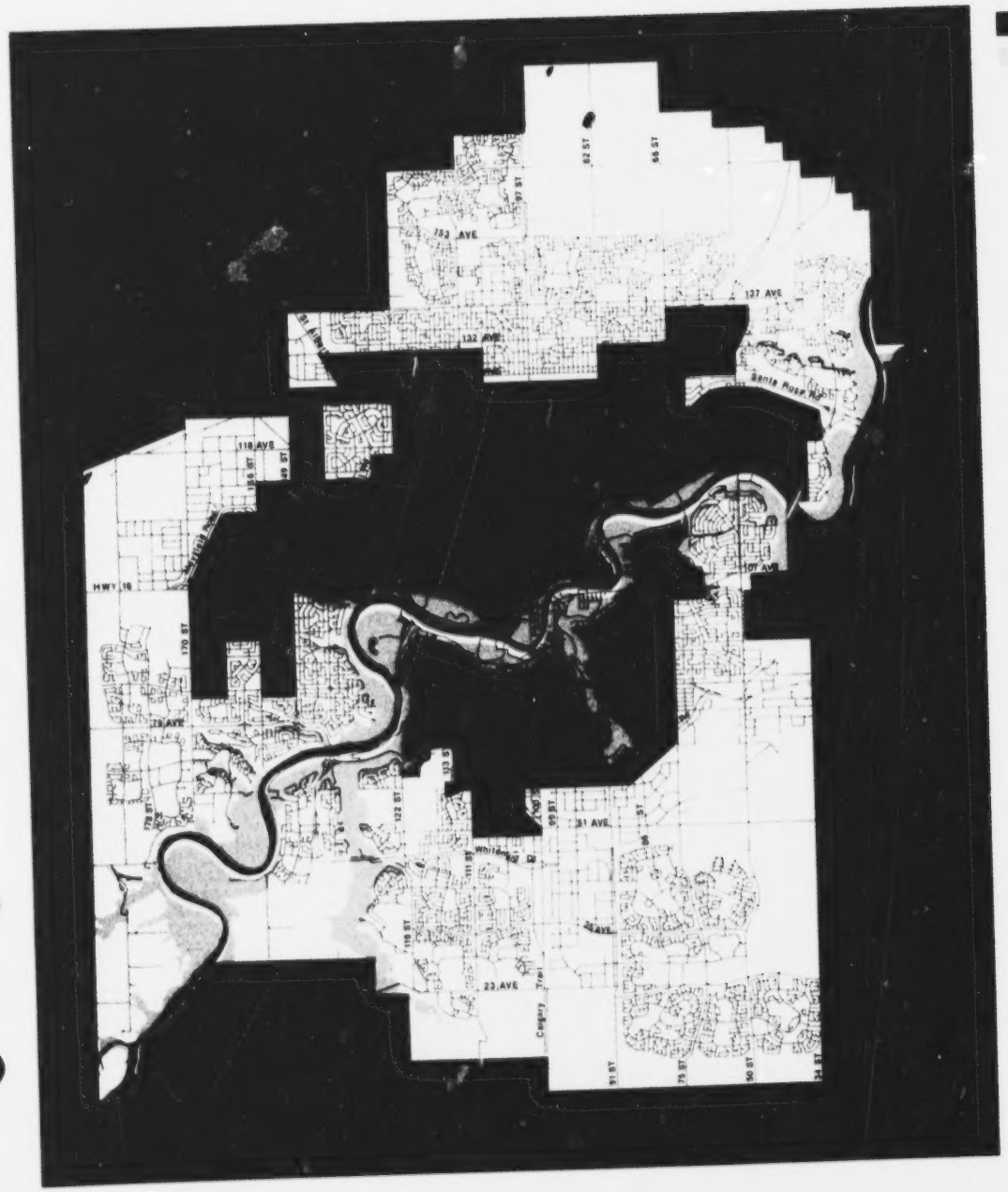
Programs	New/ Existing	Major Coordinating Responsibility: Input Responsibility * Input from all Civic Departments as Part of the Plan Process	Timing	Cross Reference
4. **Development Industry Liaison Committee**	N	PLANNING *	1980 1981 1982 1983 1984 1985	4.A.4, 17.A.3
5. **Annexation Application**	E	COMMISSION BOARD	As required	1.A.5, 1.B.1, 14.A
6. **Input to Edmonton Regional Planning Commission**	E	PLANNING *		1.A.3
7. **Public Services Programs and Studies**				
(a) Human Development Strategy	(E)/N	SOCIAL SERVICES; Planning		13.A.1
(b) Parks Master Plan	E	PARKS AND RECREATION *		10.A
8. **General Municipal Plan Implementation**	N	PLANNING *		17.A.2
9. **General Municipal Plan Monitoring**	N	PLANNING *		17.A.3, 18.A.1
10. **Local Policy Plan**	E	CORPORATE POLICY PLANNING OFFICE *		9.A.1, 17.A
11. **Business Development Programs**	E	BUSINESS DEVELOPMENT		1.C, 7.G
12. **Transportation System Plan**	E	TRANSPORTATION SYSTEM DESIGN; Planning		8.A
13. **Coordination of Servicing Program**	E	CORPORATE POLICY PLANNING OFFICE *		9.C.1
14. **Engineering Operating Program**	E	ENGINEERING		8.A.4, 8.B.4

Programs	New/ Existing	Major Coordinating Responsibilty: Input Responsibilty * Input from all Civic Departments as Part of the Plan Process	Timing 1980 1981 1982 1983 1984 1985	Cross Reference
15. **Transit Operating Programs**	E	EDMONTON TRANSIT		8.B.1, 8.C.1
16. **Parking Authority**	N	BYLAW ENFORCEMENT *; Transportation System Design		8.C.2
17. **Housing Targets**	(E) N	PLANNING/REAL ESTATE & HOUSING		5.D.1
18. **Information Base Programs**	E	MANAGEMENT STUDIES, SYSTEMS AND BUDGET; Planning		18.A.4, 18.A.5
19. **Property Management Programs**	E	REAL ESTATE & HOUSING		6.A.9
Capital				
1. **Land Servicing Programs**	E	CORPORATE POLICY PLANNING OFFICE *		1.A.4, 1.B.2, 9.B
2. **Engineering Capital Programs**	E	ENGINEERING		8.A.4, 8.B.4
3. **Transit Capital Programs**	E	EDMONTON TRANSIT		8.B.1, 8.C.1
4. **Land Acquisition and Disposition**	E	REAL ESTATE & HOUSING		5.A.6, 5.H.1
5. **Housing Construction Programs**	E	REAL ESTATE & HOUSING; Planning		5.H
6. **Public Facility Construction Program**	N	CORPORATE POLICY PLANNING OFFICE		13.A.4
7. **Park Development Programs**	E	PARKS AND RECREATION		10.B
8. **Park Land Acquisition**	E	PARKS AND RECREATION		10.A.3, 10.A.5, 11.A

Note: The cross-reference section of this chart only indicates the primary policies which recommend the establishment or use of a program. Secondary cross-referencing as outlined in the text of Volume I is not included.

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Role of Area Redevelopment Plans	17.B	**To utilize Area Redevelopment Plans, as provided for by Sections 63-65 of The Planning Act, 1977, as a means of providing detailed direction to the implementation of policies of the General Municipal Plan and any District Plan, and direction to land use regulations on specific sites within developed areas or parcels of the city.**		Policy Report #15
		It is therefore the policy of Council that:		
Purpose of Area Redevelopment Plans - Developed Areas	17.B.1	The City will undertake the preparation of Area Redevelopment Plans as a means of directing the preservation, rehabilitation, and/or redevelopment of developed areas of the city, as outlined on Map 17.1, in conformity with the intent of the General Municipal Plan and any District Plan policies, the Land Use Bylaw and other relevant municipal policies.	Community Planning and Area Planning Programs	15.B.3
Purpose of Area Redevelopment Plans - New Growth Areas	17.B.2	The City will consider the use of Area Redevelopment Plans for portions of new suburban areas where older, inefficient forms of land use require adjustment to enable the development of a viable and integrated community around it.	Land Use Planning Programs	
Link Between District Plans and Area Redevelopment Plans	17.B.3	The City will, where appropriate, simultaneously adopt portions of District Plans as amendments to the General Municipal Plan and as Area Redevelopment Plans for the purpose of implementing The Planning Act, 1977.	District Planning Program	3.A.2

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Contents of Area Redevelopment Plans	17.B.4	The preparation of Area Redevelopment Plans shall adhere to the requirements of Section 65 of The Planning Act, 1977, and shall further indicate: (a) the location, timing and form of development, consistent with the policies of the General Municipal Plan and any District Plan regarding transportation objectives, urban environmental design objectives, and park space allocation objectives; (b) implementation strategy for proposals relating to the staging of redevelopment, methods and guidelines of land use control, particularly where direct control is envisaged, and the financing of capital improvements; and, (c) environmental, social and economic impacts of proposals and how any detrimental impacts will be minimized.	Community Planning and Area Planning Programs	5.B.11, 5.H.6, 15.A.2, 15.C.5
Role of Area Structure Plans	17.C	It is the objective of Council: **To utilize Area Structure Plans, as provided for by Section 62 of The Planning Act, 1977, as a means of establishing a framework for the subdivision and development of new suburban areas and, in special cases, for redevelopment within developed areas of the city, with the policies of the General Municipal Plan, any District Plan and other relevant municipal, provincial policies or legislation.**		Policy Report #15

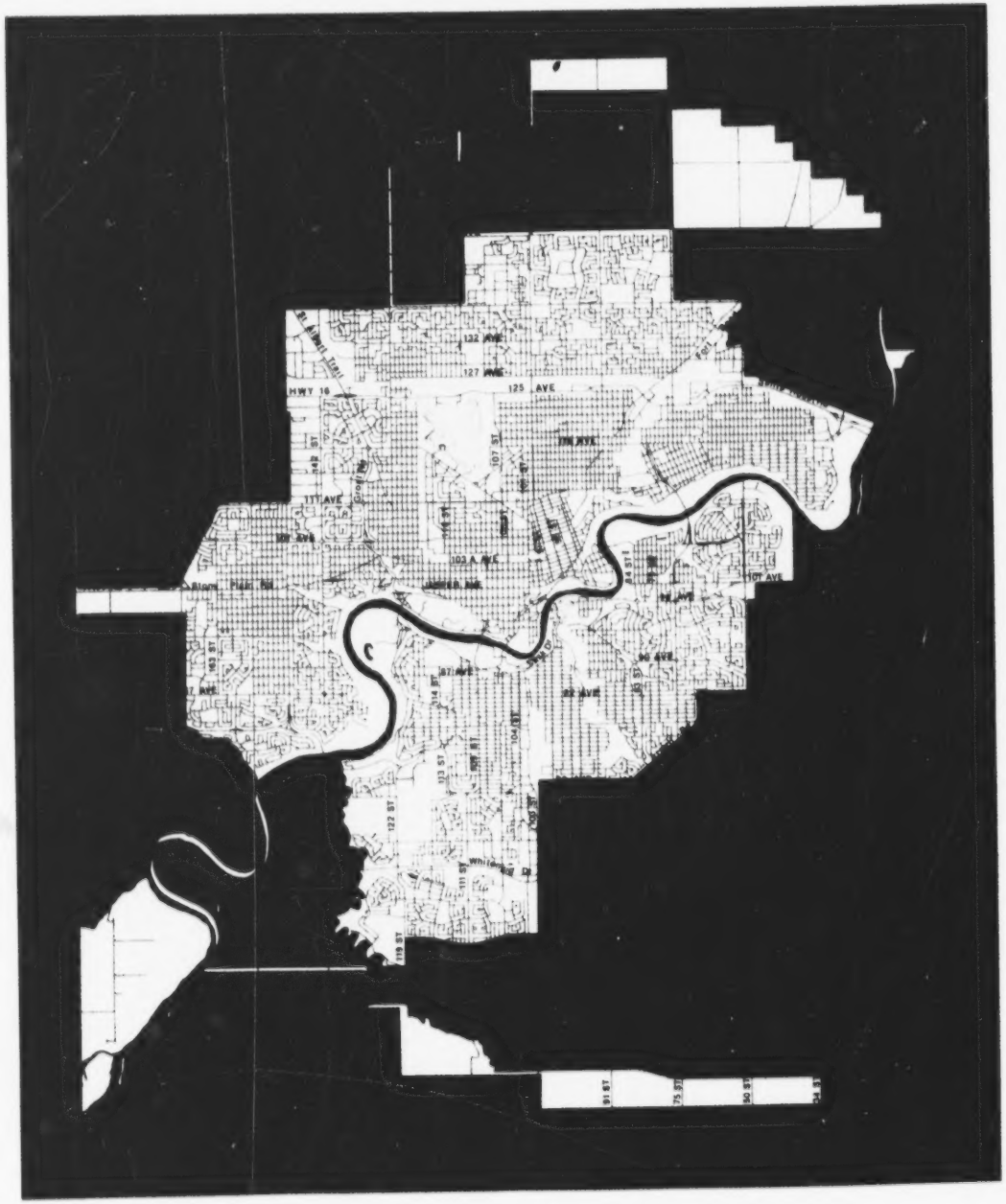


URBAN
RIVER VALLEY

MAP 17.1
AREAS SUITABLE FOR AREA REDEVELOP - MENT PLANS

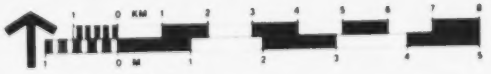
Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is therefore the policy of Council that:		
Purpose of Area Structure Plans - Suburban	17.C.1	The City will undertake or require the preparation of Area Structure Plans prior to the approval of any neighbourhood plan or subdivision application in any area for which a District Outline Plan, as provided for under The Planning Act, 1970, has not been prepared or approved. As indicated in Map 17.2, no suburban growth areas within the corporate limits of the City of Edmonton, as of August, 1979, are without approved plans or plans well advanced in the preparation and approval stages.	Area Structure Plan Program	
Purpose of Area Structure Plans - Inner City	17.C.2	The City may undertake or require the preparation of Area Structure Plans within the developed portion of the city for large areas not developed to an intensity of urban usage.	Land Use Planning Programs	
Role of Public Initiated Area Structure Plans	17.C.3	The City will identify priority areas for public-initiated Area Structure Plans during the preparation of District Plans, where potential difficulties in servicing and transportation require initiation of public plans for an area.	District Planning Program	15.B.3
Contents of Area Structure Plans	17.C.4	The preparation of Area Structure Plans shall adhere to the requirements of Section 62(2) of The Planning Act, 1977, and shall further indicate: (a) existing conditions in terms of land use, transportation, natural environment and social and economic characteristics of existing population;	Area Structure Plan Program	8.E.1, 8.E.3, 9.G.2, 12.A.2, 13.A.3, 15.A.2, 15.A.3, 15.C.5

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(b) the environmental, social and economic impacts of land use proposals;		
		(c) the conceptual identification or designation of functional areas such as neighbourhoods, the distribution of residential development by type and density, commercial districts, industrial districts, and parks and institutional uses in accord with the policies and principles of the General Municipal Plan and any District Plan; and,		
		(d) any information on public land requirements.		
Neighbourhood Structure Plans	17.C.5	The City will undertake or require the preparation of Neighbourhood Structure Plan Bylaws, to be adopted as amendments to Area Structure Plan Bylaws, as a basis for approving subdivision applications, which plans shall indicate:	Area Structure Plan Program	5.H.6, 7.D.4, 8.E.1, 15.A.3
		(a) existing conditions in terms of land use, ownership, transportation and the natural environment;		
		(b) identify sub-units which can be demonstrated to be serviced at certain stages;		
		(c) identify residential, commercial or industrial density in total and ranges by any specified sub-units;		
		(d) identify the actual location of major transportation system components and conditionally identify internal circulation for auto, LRT and pedestrians;		



- CASTLE DOWNS PLAN
  Approved — January, 1972
- EDMONTON NORTH AREA STRUCTURE PLAN
  Bylaw Received First And Second Reading — June, 1979
- STEELE HEIGHTS PLAN
  Approved May, 1972
- CLAREVIEW PLAN
  Approved — August, 1972
- HERMITAGE PLAN
  Approved — May, 1970
- NORTHWEST INDUSTRIAL PLAN
  Approved — May, 1974
- WEST JASPER PLACE PLAN
  Approved — May, 1972
- WEST JASPER PLACE
  North Area Structure Plan Approved — June, 1979
- WEST JASPER PLACE
  South Area Structure Plan Scheduled For City Council — August, 1979
- RIVERBEND AREA STRUCTURE PLAN
  Bylaw Received First And Second Reading — June, 1979
- SOUTHEAST INDUSTRIAL PLAN
  Approved — March, 1975
- KASKITAYO PLAN
  Approved — October, 1973
- SOUTH INDUSTRIAL PLAN
  Approved — January, 1974
- MILLWOODS PLAN
  Approved — June, 1971

MAP 17.2
COMPLETED DISTRICT OUTLINE AND AREA STRUCTURE PLANS



MAP 17.3
AREAS SUITABLE FOR AREA STRUCTURE PLANS

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(e) identify actual location for major utility infrastructure; (f) designate land uses and land use districts for each subdivision unit; (g) outline public land requirement statistics; and, (h) identify implementation procedures regarding phasing and mechanics of subdivision.		
		It is the objective of Council:		
Role of Land Use Bylaw	17.D	**To regulate the development of land through the preparation and adoption of a new Land Use Bylaw which embodies the intent of the principles outlined in the policies of the General Municipal Plan and any statutory or District Plans, where appropriate, and achieves an appropriate balance between the desires to provide for certainty, flexibility, equity, and environmental quality in land use regulation.**		Policy Report #15, 15.A.4, 15.A.5, 15.C.9
		It is therefore the policy of Council that:		
Density Guidelines in Land Use Bylaw	17.D.1	The City will incorporate into the Land Use Bylaw regulations or clauses which accommodate the residential and commercial density guidelines and requirements as outlined under Objectives 5.B, 5.C, and 6.D.	Land Use Bylaw Program	
Performance Criteria in Land Use Bylaw	17.D.2	The City will establish performance objectives, standards and/or tests pertaining to such matters as density, yard and setback requirements, and floor area ratio, where feasible and desirable, to provide flexibility in guiding land use decisions towards the implementation of statutory plan	Land Use Bylaw Program	2.A, 7.F.3, 15.D.1

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		objectives. Performance criteria in the Land Use Bylaw should be specifically directed towards the desire to achieve the following types of objectives: (a) the promotion of compatible, functional, and scale relationships between different land uses and densities, in accord with the policies of statutory plans; (b) the promotion of high environmental standards in relationships between uses usually perceived as being incompatible; (c) the promotion of mixed use developments which include the provision of housing in major activity areas such as the Downtown, L.R.T. station areas and suburban town centres; (d) the promotion of multiple unit housing projects which include provision of units with qualities desirable for child-rearing families, such as direct at-grade access to units and private outdoor amenity space; (e) the retention of structures of historic significance; and, (f) the promotion of cost and energy efficient site planning and building design.		
Administrative Discretion	17.D.3	The City will utilize administrative discretion for the purpose of providing flexibility to allow minor variances to the regulations of the Land Use Bylaw. However, administrative discretion should be limited in scope by:	Land Use Bylaw Program	Policy Report #15

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(a) establishing objective tests or standards wherever feasible and desirable; and, (b) establishing appeal procedures with means to inform the public and special interest groups of the rationale for, or points on which administrative decisions have been made, with the basis for appeal, and of the mechanical requirements such as place, time, etc. of public hearings.		
Discretionary Authority of Development Appeal Board	17.D.4	The City will undertake action to maintain its predominant role in land use regulation by encouraging the Development Appeal Board to use the following guidelines: (a) variance from maximum height and floor area ratio should not exceed 25% of the land use district regulation; (b) the general purpose of the land use district must be maintained; and, (c) a variance shall only be permitted in the case of unnecessary hardship or practical difficulties which are not shared in common with other lands regulated by the same land use district.		5.D.2
Direct Control	17.D.5	The City will utilize the direct control powers, as permitted by Section 68 of The Planning Act, 1977, on a limited basis where: (a) approved statutory plans have identified the need to exercise detailed control, on specific sites or groups of sites, over:	Land Use Bylaw	6.D.8

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		i) the aggregate relationship of building placement and mass, for reasons of urban design;		
		ii) the relationship of new building forms to those building forms of historic and/or cultural significance;		
		iii) land use relationships within multi-use centres; and,		
		iv) where the approved statutory plans have itemized development criteria and/or regulations for evaluating development proposals;		
		(b) comprehensively designed developments, under one ownership, which are compatible in use, scale and intensity with developments permitted in the surrounding districts, but which cannot achieve the desired level of integration with surrounding sites, or different uses on a specific site if regulated by conventional districts in the Land Use Bylaw, and for which detailed physical, economic and social impact assessments are provided prior to designation;		
		(c) large scale, comprehensively designed sites, envisaged for subdivision for multiple ownership, proposed for development to a variety of uses and buildings which will be implemented within a five-year staging period;		

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(d) Council wishes to temporarily limit development to allow the preparation of replotting schemes or Area Redevelopment Plans when present land use designation and existing uses are deemed inappropriate; and, (e) lands are affected by legislation by the Provincial or Federal Governments and development proposals are submitted which do not conform to the provision of superior legislation and therefore fall within the realm of municipal jurisdiction.		
Redistricting Applications	17.D.6	The City will, as part of the information required on redistricting (rezoning) applications, undertake and/or require assessments outlining: (a) relationship/compliance to approved statutory plans or special policy reports; (b) relationship/compliance to statutory plans or replots in progress; (c) compatibility with surrounding context in terms of land use function and scale of development; (d) relationship to, or impacts on, services such as water and sewage systems, public transit and other utilities, and public facilities such as parks and schools; (e) relationship to, or resolution of, municipal land, right-of-way or easement requirements;	Land Use Bylaw Program	6.E.4, 7.C.1, 15.A.6

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		(f) potential precedent and/or effect on stability, retention and rehabilitation of desirable existing uses and/or buildings in the area; (g) necessity and appropriateness of proposed zoning district in view of the applicant's stated intentions; (h) relationship to the concerns/views of area residents in the review of the application; and, (i) other factors determined by City Council.		

18. MONITORING AND MANAGING THE PLAN

INTRODUCTION

An essential difference between the 1980 General Municipal Plan and the 1971 Plan lies in the area of monitoring. Because the 1971 Plan lacked such a program, it began to lose its relevance as new issues arose which the Plan had not foreseen. If the 1980 Plan is to be valuable, a monitoring program is essential. Such a program is all the more necessary given the strategic thrust of this Plan. Ongoing evaluation and adjustment of the strategy will be particularly important to identify potential unforeseen impacts from the policy shifts. Objective 18.A sets out the components of a monitoring program.

Management of the General Municipal Plan and, in particular, the changes to land use policy which evolve over time as policy is further refined, is also important. Objective 18.B sets out proposals for maintaining the relevance of the General Municipal Plan in terms of land use policy through the preparation of Policy Handbooks and Information Updates.

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
		It is the objective of Council:		
Updating of Land Use Strategy	18.A	**To ensure that the strategy in the General Municipal Plan maintains its relevance to current issues and development trends, and is adjusted as necessary.**		Policy Report #15
		It is therefore the policy of Council that:		
Functions of Monitoring Program	18.A.1	The City will establish a General Municipal Plan Monitoring Program with the following functions: (a) evaluation of development and redistricting (rezoning) proposals, transportation and utility plans for consistency with the General Municipal Plan; (b) establishing an information system for the monitoring of development trends; (c) evaluating development trends for consistency with the General Municipal Plan and for unforeseen impacts, to determine if the strategy is being implemented; (d) co-ordinating and recommending amendments to the Plan necessary to keep the Plan up-to-date; and, (e) monitoring Council policy, in conjunction with the Corporate Policy Planning Office, for consistency with the General Municipal Plan.	General Municipal Plan Monitoring Program	

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Consistency With General Municipal Plan	18.A.2	The City will ensure that all policies or plans proposed for adoption as City policy are consistent with the General Municipal Plan or that amendments to the General Municipal Plan, whether additions or deletions, are initiated prior to final endorsement or approval of policies or plans which are inconsistent with the General Municipal Plan.	General Municipal Plan Monitoring Program	
Municipal Planning Commission Role	18.A.3	The City will, in amending the General Municipal Plan, seek the advice of the Municipal Planning Commission. All requests to amend the Plan will be made to or by the Planning Department and then forwarded to City Council through the Municipal Planning Commission.	General Municipal Plan Monitoring Program	
Long-term Development of Information Systems	18.A.4	The City will actively pursue the development of the Geographic-Base Information System and the Property and Demographic Information System as the means of facilitating the economic and flexible monitoring of development trends over the long run.		
Short-term Information Arrangements	18.A.5	The City will, in the short-term, obtain information for monitoring development trends from information requirements on development applications.	Development Permit Process	

Subject	Reference No.	Objectives and Policies	Program	Cross Reference
Annual Development Trends Report	18.A.6	The City will review development trends on an annual basis and prepare a report for submission to City Council outlining implications of development trends to the General Municipal Plan growth strategy and any amendments which may be required.	General Municipal Plan Monitoring Program	
Five Year Review Evaluation	18.A.7	The City will evaluate the need to initiate a major review of the General Municipal Plan on a five-year basis or sooner if required.	General Municipal Plan Monitoring Program	
		It is the objective of Council:		
Managing Land Use Policy	**18.B**	**To ensure that municipal land use planning policy is undertaken and communicated to the public within a consistent framework.**		Policy Report #15
		It is therefore the policy of Council that:		
Land Use Policy Handbooks	18.B.1	The City will utilize a series of Land Use Planning Handbooks as a means of consolidating general land use policies or principles prepared for the purpose of further refining policies of the General Municipal Plan. Where new topics of concern are covered, the General Municipal Plan should be amended.	General Municipal Plan Monitoring Program	15.A.7, 15.A.9, 15.C.6, 15.D.2
Information Update	18.B.2	The City will include, in its General Municipal Plan amendment process, a mechanism for informing the public, which includes a semi-annual information update on amendments to the General Municipal Plan to be available and distributed to individuals, companies, and institutions which have registered an interest in receiving such information.	General Municipal Plan Implementation Program	

EXPLANATORY NOTE

Component 3, "District Planning", describes the purpose, scope and content of the District Plans which will be prepared through the District Planning Program. As stated in Policy 3.A.2, these District Plans will be adopted as amendments to the General Municipal Plan.

Part V, "District Plans", has been set aside for these amendments. As each District Plan is adopted, it will be incorporated into this section of the General Municipal Plan. The adoption of the objectives and policies contained in the District Plans as part of the General Municipal Plan Bylaw will underline the important links between the individual Plans and the General Municipal Plan. It should be noted that portions of District Plans will simultaneously be adopted as Area Structure Plans and/or Area Redevelopment Plans in order to implement certain provisions of The Planning Act.

PART VI — DEFINITIONS

Activity Centre

- A concentration of predominantly non-residential development, generally associated with a point of high accessibility on the roadway and/or transit network, which may include any of the following uses:
  - stores, service establishments and offices;
  - motels, hotels and eating and drinking establishments;
  - recreational and entertainment facilities;
  - schools, colleges, hospitals and other institutions; and,
  - apartments and housing for special groups, such as the elderly.

Amenities

- All public facilities, cultural activities/programs and environmental features that serve to enhance the physical setting of a community.

Annexation

- The legal process of taking jurisdictional control over land lying outside of a municipality's boundaries.

Apartment

- A dwelling unit within a multiple unit development which does not have fairly direct access from grade or private outdoor amenity area.

Built Form

- The design of a building mass in terms of its internal and external arrangements of open space, and scale relative to surrounding buildings and streets.

Capital Programs

- Capital programs refer to long-term investment projects designed to improve the infrastructure of public facilities of the city such as roadways, L.R.T. lines, parks, etc.

City-Wide Park

- Serves the entire population of the city.

Community Housing

- Refers to developments in which the tenants of all or part of the dwelling units have their housing costs subsidized by Government.

Density

- Quantitative measure of the average number of persons, families or dwelling units per unit of an area.

Density Nodes

- Areas where there is a concentration of medium to high density development.

Developable Hectare

- A hectare of land available for the actual development of buildings. A developable hectare does not include that land which is used for roadways, parks, environmental reserves and utilities.

Development Process

- Steps or stages required to receive approval to undertake a development (development being defined by The Planning Act, 1977).

District Park
- Serves a population of 40,000 to 60,000, usually within 1 1/2 kilometres (one mile) of their residence.

Downtown
- This is generally the Central Business District (C.B.D.) of a city which offers the greatest variety and most specialized types of goods and services available in the city or region.

Employment Node
- A large concentration of employment housed in one or more intensive mixed-use office developments clustered around a point of high accessibility, such as a Light Rail Transit Station.

Family Suitable Housing
- This type of housing refers to dwelling units which have qualities deemed desirable for households with children such as direct access to the unit from grade, private outdoor amenity or yard space, acoustical privacy between units, and street addressing for identity.

Floor Area Ratio (F.A.R.)
- This is the same as Floor Space Index (F.S.I.) which refers to the number of square units of building area compared to the number of square units of site area.

Gross Floor Area
- The combined area of all floors within a building including both leasable and non-leasable space.

Gross Leasable Area (G.L.A.)
- The total floor area of all spaces within a building - generally a commercial building - which can be leased to individual tenants; equal to gross floor area minus space occupied by hallways, elevators, stairways, shared washrooms, etc.

Ground Oriented Multiple
- A dwelling unit within a multiple unit development which has fairly direct, non-mechanical access from grade and private outdoor amenity areas.

Historic Preservation
- This refers to the protection of buildings structures, or an area that has significance in terms of architecture or associated historic events.

Housing Starts
- The number of new housing units constructed during a period of time.

Impacts
- These refer to the physical, social, economical and environmental effects of any development on the existing characteristics of a community or area.

Implementation Program
- A plan of action designed to co-ordinate and carry out the policies of the General Municipal Plan with the aim of attaining the enunciated objectives.

Infill Development
- Development in the inner city areas of the city occurring on small, vacant or under-utilized land, behind or between existing development, and which is compatible with the built-form characteristics of surrounding development.

Infrastructure
- Refers to the permanent installations or facilities through which services are provided to the community such as school buildings, water and sewage systems, or power lines.

Inner City
- The fully developed areas of the city, including the older neighbourhoods built prior to 1950, predominantly on a grid-street pattern and, suburban neighbourhoods which were built after 1950 on a curvilinear street pattern and are now fully developed.

Land Use Control
- This is the control and regulation of uses of land and buildings, and development through various legal mechanisms provided by The Planning Act, 1977, such as the Land Use Bylaw, Area Structure Plan Bylaw, and Area Redevelopment Plan Bylaw.

Mixed Use Developments
- Developments designed for more than one type of land use on the same parcel of land such as residential and retail development; residential, office/retail development; office/warehouse development, etc.

Modes of Travel
- Refers to the various means by which one travels from one place to another, including automobiles, buses, Light Rail Transit vehicles, walking, and bicycle.

Multiple Unit Building
- A residential building containing three or more dwellings.

Neighbour hood Park
- Serves a population of 4,000 - 7,000 within one kilometre (one-half mile) of their residence.

Non-Contiguous Development or Leapfrogging
- The development of an area (e.g. a neighbourhood) where the adjacent parcel closest to the existing developed area of the city is not yet developed.

Objectives
- Qualitative statements of a specific aim to attain the goals or ultimate accomplishments of the General Municipal Plan, towards which planning efforts are directed.

Operating Programs
- Operating programs refer to short-term expenditure projects designed to deliver a service to residents of the city such as police protection, recreational and cultural programs/classes.

Parks and Recreation Master Plan, 1979-83
- Refers to the Council approved plan prepared by the Department of Parks and Recreation. It is a five year implementation plan which provides a detailed set of guidelines and recommendations for the development of open space, facilities and programs to meet the City's parks and recreation requirements.

Performance Standards
- Refers to qualitative statements or quantitative measurements which must be met or incorporated by developments as a condition of the development approval process.

Primary Access Points
- Areas which are the focal points of movement for both auto and transit such as intersections of major arterial roadways, L.R.T. Stations or Town Centres.

Planning Guidelines
- Positive statements pertaining to the manner in which land is subdivided and developed or to the relationship between different functional components of the city such as land use, the transportation system and the natural environment.

Policies
- Statements which describe definite courses of action adopted to guide decision-making in order to achieve the stated objectives of the General Municipal Plan.

Policy Reports
- These are the reports contained in Volume II of the General Municipal Plan. They give a detailed discussion of the data, **issues**, objectives, principles and alternatives of the various components covered by the General Municipal Plan, on which the Bylaw and policies are based.

Programs
- Plans of action or groups of activities of the Administration on a day-to-day basis, geared to fulfilling the General Municipal Plan's policies. The General Municipal Plan does not design individual programs, but simply identifies which program must be carried out by whom in order to achieve the policies.

Redevelopment Levy
- A provision of The Planning Act, 1977, which gives the City the right to impose and collect money from the owner of a property lying within the boundaries of an Area Redevelopment Plan for which a Bylaw has been adopted when the owner proposes to undertake a development. The Levy can only be imposed once with respect to a development. This money can only be used for the acquisition of land for parks and school buildings.

Region
- Refers to the Edmonton Sub-region which comprises that part of the Edmonton hinterland which serves a labour and housing market. The Sub-region is specifically delineated in Map 1.1.

Regional Plan
- A land use policy statement prepared by a Regional Planning Commission pursuant to the Planning Act, 1977, for the comprehensive and co-ordinated development in a region. All statutory plans prepared by the municipalities must comply with the Regional Plan.

River Valley
- Refers to the North Saskatchewan River Valley

Separate Regional Shopping Centre
- A shopping centre serving a large market area and offering a range of goods comparable to that which is available in the Downtown of a medium sized city. Under present-day development trends, regional shopping centres are generally built in the form of enclosed malls containing at least one major department store, a supermarket and a variety of smaller outlets, for a total leasable floor area on the order of 40,000 - 100,000 square metres (400,000 - 1,000,000 square feet). In Edmonton there are currently ten shopping centres which are considered to be "regional" in importance, even though not all of them are as large as 40,000 square metres. These centres are Bonnie Doon, Capilano, Centennial, Kingsway, Londonderry, Northgate, North Town, Southgate and Westmount. These range in size from 22,300 to 63,400 square metres (240,000 to 682,000 square feet). Accordingly, shopping centres of over 20,000 square metres (215,000 square feet) are treated in the Plan as regional shopping centres.

Serviced Land
- Land where utilities such as water, sanitary and storm sewer, power, telephone, pavement and curbs are available.

Shopping Centre
- A parcel of land developed with one or more buildings in which space is rented to individual retailers, with off-street parking provided on the property for the joint use of all the tenants.

Single Family Dwelling
- Refers to a detached building, a building containing one dwelling unit; or a semi-detached building, a building where only two dwelling units are joined by a common party wall.

Staging of Development
- This refers to the sequence or phasing of large scale development in the city to bring about the economic provision of services and facilities.

Stepping Down of Building Height

- A design technique whereby the storeys of a building above the ground floor are set progressively further back from the property line in order to allow the development of a greater amount of floorspace without increasing the impact on adjacent properties in terms of visual intrustion and overshadowing. In order to ensure that the upper storeys do not lengthen the building's shadow for more than six hours a day during more than half the year, it is necessary to keep the slope formed by successive storeys below 25° or 1:2.17. This means that each storey of 10 feet must be set back at least 21.7 feet than the floor below it. This also preserves view of the sky, since the normal field of vision extends upward approximately 40°.

Suburban Towns

- Towns located outside of Edmonton, mostly dormitory towns like Sherwood Park, St. Albert.

Suburbs

- That part of the city located outside the developed inner city which is comprised of the newer developing areas that are mainly residential in function.

Through Traffic

- Refers to vehicle movements which bypass congested sections of arterial or collector roadways by 'short-cutting' along adjacent local roadways, particularly in residential areas. It can also refer to those cross-city traffic movements which simply pass through the inner city.

Town Centre

- A suburban activity centre which includes a regional shopping centre, office and entertainment facilities, high density housing and a transit centre, as described in Policy 6.E.1.

Transportation System Plan

- Refers to the Transportation Plan, Part III which is the third and last part of the Transportation Plan. It comprises of the Systems Review Plan which is the methodology of assessing long-term transportation requirements of new developments and changes in existing land uses. The basic principle behind this Plan is to recommend improvements to the existing transportation system, to accommodate public demands and in the future to concentrate the emphasis on developing the public transit component to carry a greater proportion of total trips throughout the city.

Trunk Utilities

- These are the primary collection and distribution pipe systems for water, storm sewer, and sanitary sewer services which are initially provided to new development areas to accommodate service demands, usually at a district level.

POOR

QUALITY

ORIGINAL